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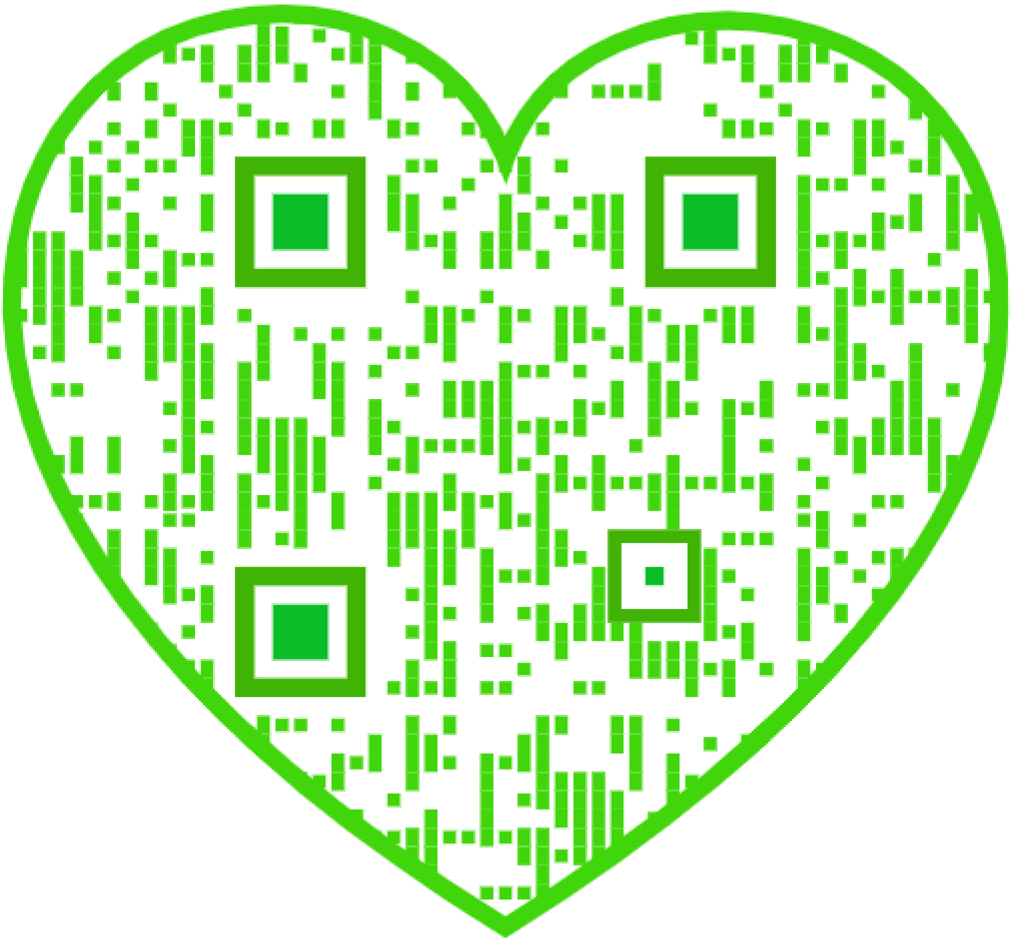

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THEN AND NOW

Hot on the heels of the original 911 R, the 911 S/T was and is one of Porsche's most significant Neunelfers, paving the way for the manufacturer's Rennsport line of products. What exactly is an S/T, though? In view of this issue's test of the recently launched 992 S/T (arguably the most driver-focused 911 currently available in Porsche dealer showrooms), we've taken a deep dive by way of examining a 1966 911 S forward-dated to mirror the look of the S/T campaigned by Gerard Larrousse at the 1970 Tour de France. By dispelling myths, celebrating motorsport success and explaining differences between variations of the classic S/T, we hope to bring context to why Porsche saw fit to resurrect the badge for a new 'purist' 911 propelled by a modern GT3 RS powerplant.

There is much for Porschephiles to look forward to as the new year steams ahead. As the owner of a 944 Turbo, I'm particularly excited about the model's fortieth anniversary, which we will be celebrating in a forthcoming issue of *911 & Porsche World*. A regularly overlooked sports car, this turbocharged transaxle represents an important chapter in the Porsche story and one we're keen to highlight.

Dan Furr Editor
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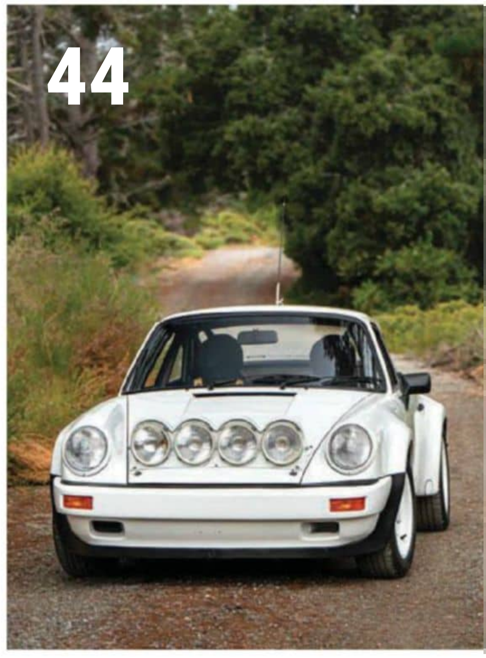

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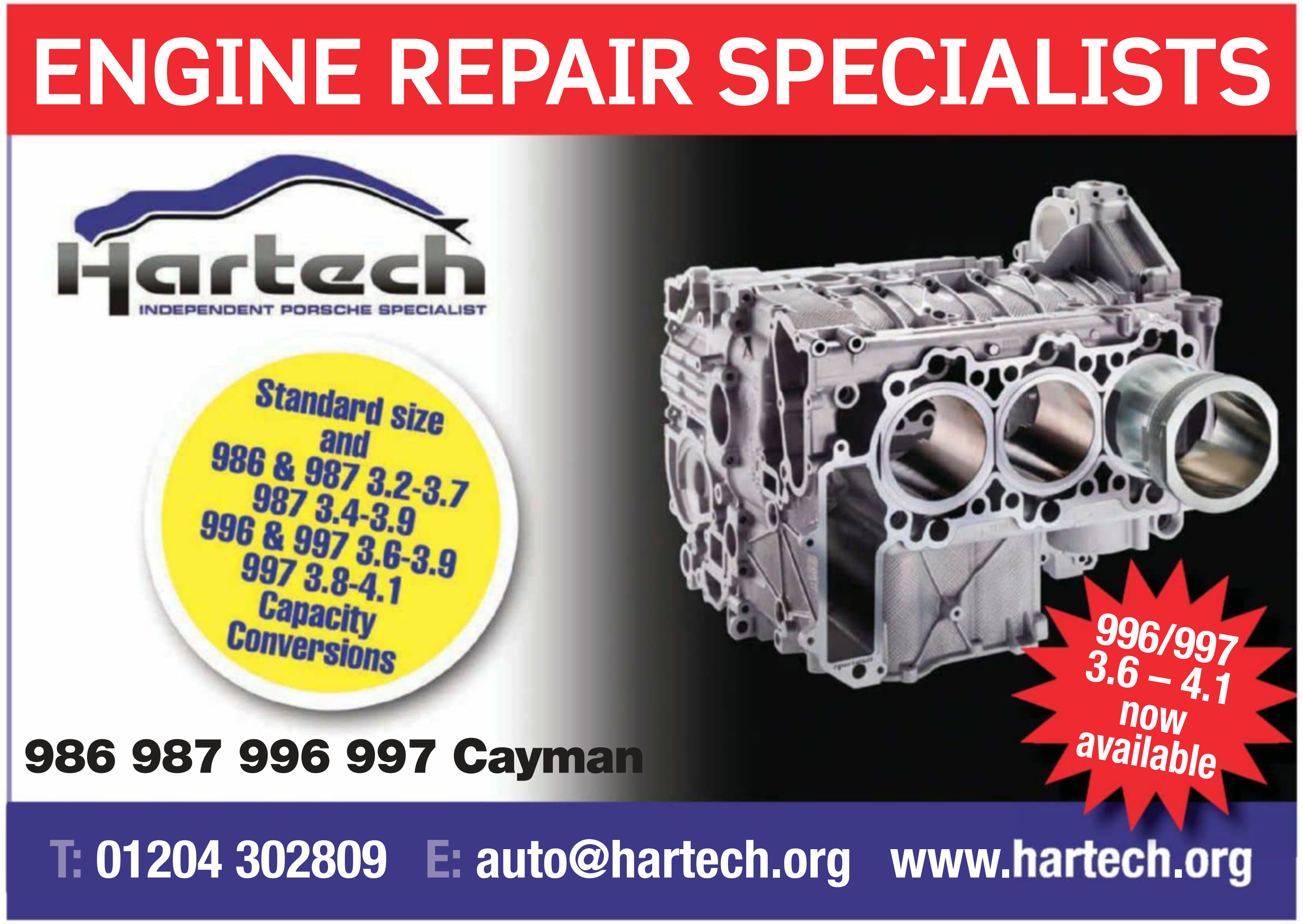
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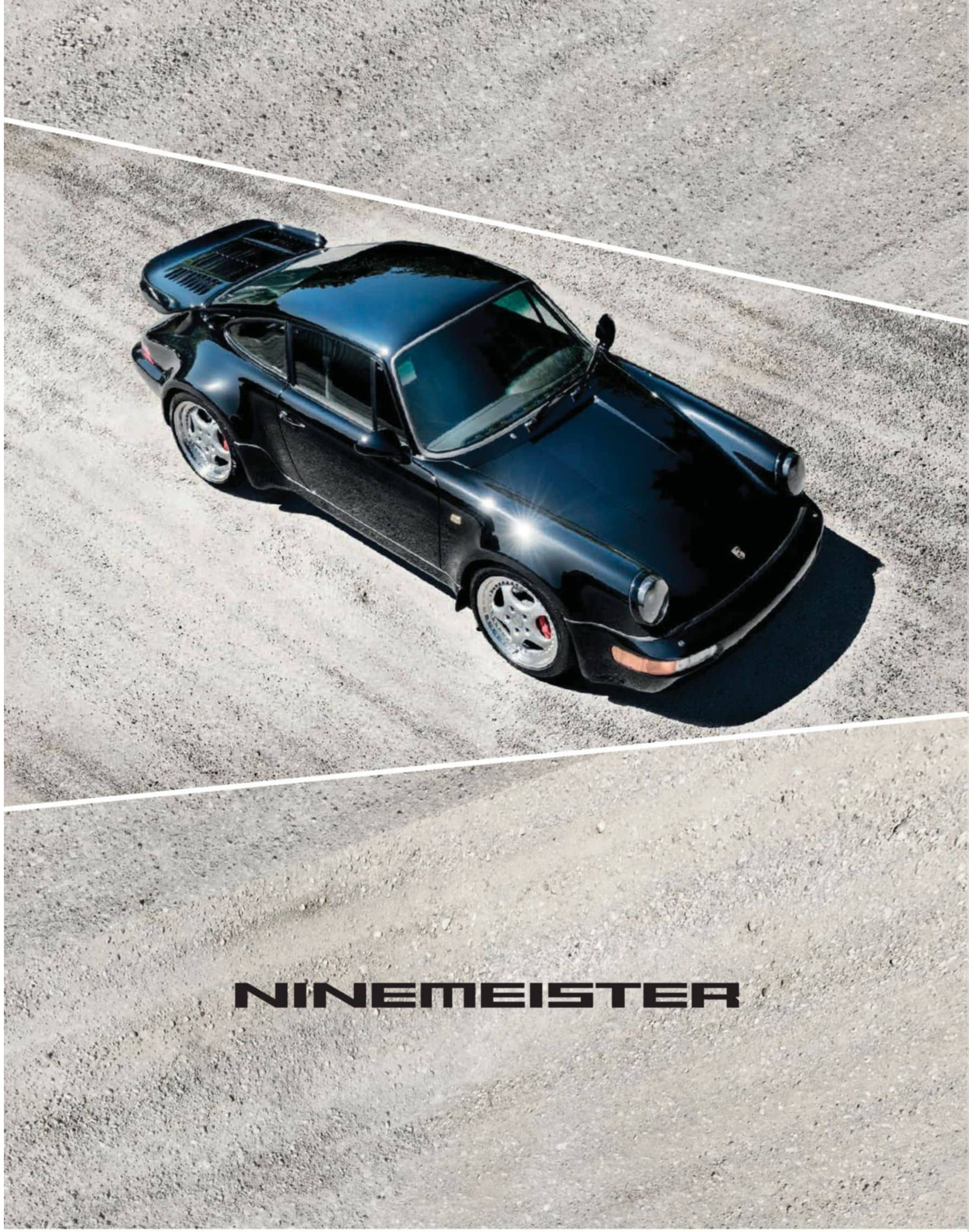
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Facing page It might be overshadowed by the Turbo-look 996 Carrera 4S, but the 996 Carrera 4 is a fantastic 911 available at a very pleasing price point

FOUR TO THE FLOOR

A 996 Carrera 4 or 911 SC? Decisions, decisions. For *911 & Porsche World* reader, Colin Brown, it was a financial no-brainer and he's not feeling the slightest bit short-changed...

Words **Steve Bennett** Photography **Dan Sherwood**

It may have been a long time coming, but Porsche fanatic, Colin Brown, has finally achieved his ambition of owning a 911. "I couldn't afford an SC, which was the poster car on my younger self's bedroom wall," he smiles. "I was determined to enter into 911 ownership, though, and decided to buy a 996 before the dream slipped through my fingers, never to be achieved. Put simply, despite the 996 remaining an affordable 911, I recognised it to be a Porsche rapidly gaining popularity, a trend reinforced by prices for good examples being on the up." A case of now or never, then?

> THE SUSPENSION WORKS BEAUTIFULLY, BLENDING, FLOWING AND DANCING WITH THE UNDULATIONS AND RAGGED TOPOGRAPHY

I know exactly where he is coming from, albeit in a rather arse-about-face way. Back in the early 2000s, my dream 911 was a 996 Carrera, but at around £35,000 for even the cheapest example on the market, there was no chance. Instead, I bought a Carrera 3.2 for £11,995. If you'd told me 996 prices would be on the floor (and would remain there) just a few years later, whilst air-cooled classics would simultaneously triple in value, I would have considered you one cylinder short of the full flat-six. Oh, for a crystal ball, eh?!

If Colin thought of his 996 as being second best, he certainly doesn't now. It isn't, of course. Bar the SC's retro aesthetic, the 996 is the better car in absolutely every respect, as it should be. After all, during ongoing development of the 911, things would have gone very wrong if the SC had remained on top. Not that you'd necessarily know the 996 as being superior, considering the bad rap it gets. Indeed, pity the 996. While other Porsches are castigated for not being a 911, the 996 gets it in the neck for being exactly that. Its crime? For being the 'new' 911, the model Porsche had to build to survive.

It was, if you like, Porsche's difficult second album. From the 911's inception, right through to 1995, the manufacturer effectively re-mixed Ferdinand Alexander 'Butzi' Porsche's original concept in a serious of evolutions, culminating in the 993. The 996, however, was the revolution that had to happen. Purists didn't like it. They didn't like the fact the 911 was now water-cooled. They didn't like the fact it shared its modular construction and numerous parts with the Boxster. Over time, they really didn't like the fact this new 911 (like the Boxster) appealed to a far broader customer base. With familiarity grows contempt.

Of course, we've been here before. The 964 fell into disrepute and decrepitude, its reputation tarnished by the multiple oil leaks plaguing early examples. Fixes were engineered, but it took a long time for the 964 to recover, its renaissance dragged along by the re-emergence/acceptance of the 964 Carrera RS and the work of Singer Vehicle Design. That's the thing with cult classics and car's stirring emotions: rightly or wrongly, reputations gain traction.

There's no getting away from it, though — in every respect (save for those considered largely subjective), the 996 was and *is* a better car than the air-cooled 993 it replaced. Don't believe me? The 996 Carrera won *Evo* magazine's prestigious and influential Car the Year award in 1998. Among the many accolades, "you'd have to be perverse to declare the old car was better," stood out.

I was one of those 911 virgins. With no air-cooled 911 prejudice/experience/beard, the 996 was the first 911 I ever drove. This was 1999 and I was blown away. Dynamically, the 996 was like nothing I'd ever experienced, and I made the absolute most of my week behind the wheel, including hitting the Nürburgring there-and-back in a day. This was a car I absolutely knew I needed to own. Indeed, it would be fair to say the 996 had a profound effect on me. It took a while, but thanks to a small windfall, I bought a 996 Carrera for my fiftieth birthday in 2015. I ran the car for five happy years. And I'm not the only motoring scribe to have made a 996 purchase. Indeed, most of us writing for this magazine have owned a 996 at one time or another. I even made a modest profit when parting with the car. The 996 was, then, very much of my generation.

BIG AMBITION

This was the first mass-produced 911. By this, I mean it was the first 911 *designed* to be mass-produced, a characteristic the responsibility of Porsche saviour, Wendelin Wiedeking. This was a sports car no longer carrying the expected baggage of 911 quirkiness and machismo requiring deep understanding of the laws of physics governing rear-mounted engines. Here was a sports car available in all manner of guises, but really very driveable and, importantly,

Above Black takes years off the 996 design, which is finding fresh favour among a new generation of Porsche buyers

practical as an everyday vehicle. Nevertheless, Tiptronics, Cabrios, Targas, Carrera 4s and some really quite strange colour schemes joined ubiquity in conspiring against the 996.

Then there were the 'issues'. A handful of exploding engines cemented the 996's reputation and in came a micro industry of fixes and snake oil. Don't panic — all the engines destined to blow up have now done so (probably). Preventative work, including installation of parts deemed worthwhile by trusted specialists in the field, are easily retro-fitted during bouts of routine maintenance. Don't get us wrong, the 'issues' exist (we've covered them in detail time and again), but they have rather taken on a life of their own, perpetrated by a vocal minority of keyboard warriors.

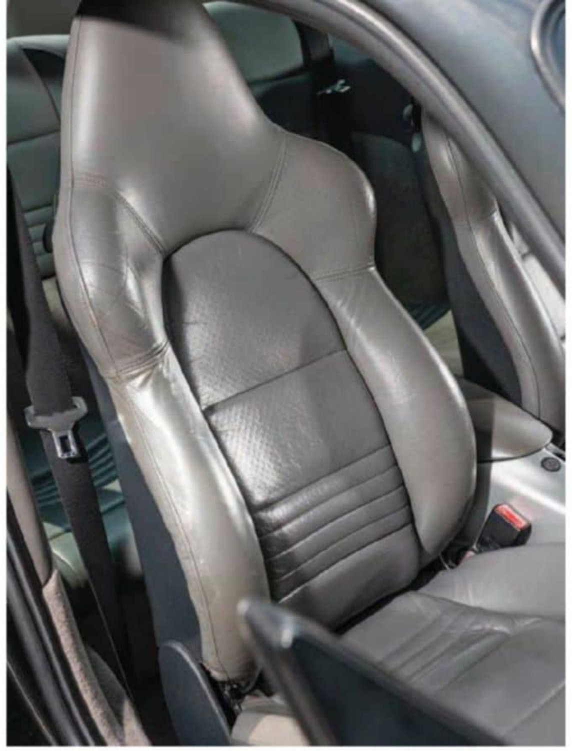
> **DESPITE THE EXTRA WEIGHT INTRODUCED BY THE FRONT DIFFERENTIAL, THE SPRING AND DAMPER RATES REMAIN THE SAME AS THOSE OF THE CARRERA**

Anyway, most importantly, the base 3.4-litre M96 flat-six, as well as its successor, the 3.6-litre M96, is just fab-u-lous, mixing torque and revs to produce a more than adequate 300bhp. Sure, many of today's hot hatches boast this kind of power, but they don't have the soundtrack or dynamics to go with it. The 996 Carrera is fast, too, sprinting from rest to 60mph in 4.5 seconds and on to near as dammit 180mph. Fact is, as *Autocar* discovered, a 996 Carrera will pip a same-age GT3 to 60mph and stick all the way to 100mph, both 911s getting there in 10.9 seconds. Sure, the GT3's 'Mezger' engine offers an extra sixty ponies, but the model's extra thirty kilograms work against it.

And to drive? Oh, my. Just sublime. Unlike so many German cars (or, indeed, modern sports cars, full-stop), the 996 is perfect on Britpop roads. Crucially, it's just the right size (modern 911s are, frankly, far too big), and the suspension works beautifully, blending, flowing and dancing with the undulations and ragged topography. It's a ride-handling balance seemingly lost to twenty-inch wheels and iron-fist damping. You can drive a 996 up to its limit and then hold it there in the palm of your hand, revelling in feedback from the steering and animated chassis. Back in the 996's day, the only contemporary capable of keeping up on a British B-road was a Subaru Impreza. A 993 Carrera wouldn't have seen which way a base 996 went.

Beginning to get the picture? Let's take a look at Colin's Carrera 4. Although before we do, we're tickled to learn his first-ever Porsche — a 944 Turbo — appeared in *911 & Porsche World* way back in 2003, when it was appraised by regular contributor, Johnny Tipler. "The turbocharged transaxle was brilliant," Colin explains. "I sold it to a guy from Scotland, who managed to total the car less than a year later. I replaced the Turbo with a 944 S2, which was the better car. The Turbo was very much a case of 'here we go, we're off', whereas the S2 was almost as fast, but a lot more driveable."

Prising ourselves back into the present, Colin's 996 is a real timewarp machine. Built in December 1998 and registered in January 1999, a 996 Carrera 4 doesn't get much earlier. And while the absolute purist in us would generally advocate a two-wheel-drive Carrera as the ultimate standard 911, truth be told, there's a not a lot in it, certainly in terms of weight (1,320kg versus 1,375kg). Consider the fact a 993 Carrera 4 weighs a positively portly 1,420kg, and that's for the narrow-bodied variant. Talking of which, did Colin specifically want a Carrera 4 over the wider Carrera 4S, generally seen as the more desirable 996? "Really, I just wanted the best car I could find," he says, pragmatically. "I didn't have preference for one specification over the other." There's no doubting the visual advantage of the Carrera 4S, complete with its Turbo styling, but the 4S is heavier than the 4 and lacking that last word in dynamics.



Above and below Interior is dated by today's standards, but can be easily upgraded, not least with a PCCM Plus head unit, although Colin is perfectly happy with his car's standard system

Right The magazine featuring Colin's 944

Conveniently, Colin found his 996 just thirty miles from his home in Felixstowe, Suffolk. "This 911 ticked every box. I liked the seller, the car boasted impeccable service history and was riding on N-rated tyres. You can tell a lot about a car from its black circles. This 996 had always had all four tyres changed at the same time." It's the little things, right? Tyres are important, especially on something as sensitive as a Carrera 4 chassis.

Talking of which, the 996 Carrera 4 arrived nearly twelve months after the 996 Carrera, and while four-wheel drive was no longer a big deal on a 911, the system fitted to the 996 was on a different technical level to what came before. For starters, despite being developed alongside the Carrera, the Carrera 4 is structurally different from the windscreen forward. Only the chassis rails are carried over. The suspension struts are inclined to the rear in order to make room for the driveshafts, but despite the extra weight introduced by the front differential, the spring and damper rates remain the same as those of the Carrera. The sixty-four-litre fuel tank was reshaped and the spare wheel sits flat, rather than upright.

JACK OF ALL TRADES

The viscous clutch is mounted on the front of the diff, meaning it can be used with either a manual gearbox or a semi-automatic Tiptronic unit, which share the same ratios and final drive as those found in the two-wheel-drive Carrera. The extra mechanicals up-front brought a small change to weight distribution (40/60) with the shift of another two percent to the nose, manifesting in slightly heavier steering. The power transfer to the front wheels varies from five percent to forty percent.

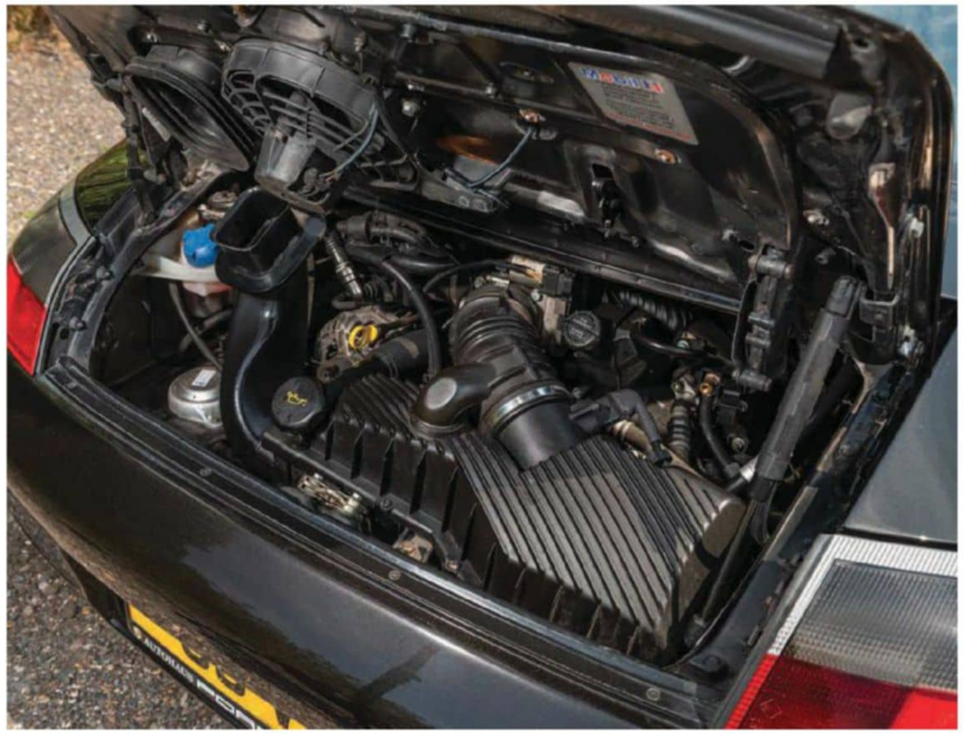
This wasn't the only variable — the Carrera 4 introduced something completely new to the all-wheel drive party: Porsche Stability Management

(PSM). Made possible by the adoption of an electronic drive-by-wire throttle (E-Gas), this Bosch-designed system combines on-board longitudinal controls (Automatic Brake Differential (ABD) and anti-lock brakes) with lateral control cutting-in briefly-but-decisively to support the hard-pedalling driver in keeping the host 911 stable in a corner. Wheel speed sensors detect the difference in pace left to right, while a steering angle sensor, lateral acceleration sensor and yaw sensor detect drift angles. The aim is to provide lateral stability, controlling a slide by applying braking force to individual wheels. Oversteer is countered by the application of brake force to the outside front wheel, while understeer is quashed by braking the inside rear.

Super-sophisticated stuff in the late 1990s and early 2000s, but also potentially intrusive. Or not. "Other sports cars are castrated by such systems," said 996 Carrera 4 project leader, Thomas Herold, when we interviewed him at the time. "We didn't want the 911's entertainment factor to be influenced by the computer." That's the genius of PSM — you don't even know it's there. Even when it intervenes, it does so with such subtlety as to simply enhance the driving experience, which takes the standard Carrera and adds a new level of stability and grip, with virtually no trade-off in feel or dynamics. Even two-time World Rally Championship victor, Walter Röhrl, was a big fan, but then, he did have a hand in developing the system. He also revealed he would always choose a Carrera 4 for road driving, citing superior traction and grip.

The 996 was way ahead of the contemporary pack when it was launched, making sports cars from Italy look positively archaic. Amazing how, then, you can pick up such sophistication for well under twenty grand in the current climate. This is a 911 feeling utterly modern, but largely analogue — PSM aside, this is an simple sports car, from the hydraulic steering to the passive damping.

Colin's Carrera 4 is in exceptional shape for its 106,000 miles and twenty-six years. The Basalt Black paintwork is original, but then Colin does run his own detailing business, Viper Auto Valet, which he founded in 1981. The secret to cosmetic perfection? Lots of Ps. Specifically, paint prep, paint prep and, er, paint prep. Followed by a wax of your choice. But mainly paint prep. Refurbished wheels and freshly painted hubs enhance the look. And that's just the start.



Below M96 engine is a peach of a flat-six, although Colin has invested in preventative maintenance

Above and below
A basic-looking 911, but one hiding a four-wheel drive chassis

He's replaced the wheel arch liners and spent over £400 on bolts and clips hidden from view. Porsche's brave new world of mass-production left a lot to be desired, certainly in respect of build quality and the standard of fixings used, particularly underneath the 996, where British weather and winter salt can play havoc with aluminium suspension components and exhaust fasteners. To this end, Colin has subjected his 996 to an extensive chassis cleaning and protection process centred around Bilt Hamber products.

DON'T EXPECT ANYTHING OTHER THAN FULL-FAT PORSCHE PRICES FOR PARTS AND MAINTENANCE

He's also invested in an upgraded intermediate shaft (IMS) bearing. Indeed, our test of the car wasn't going to happen until an EPS bearing upgrade kit (a patented cylindrical roller bearing with thrust control holding twelve times the capacity of ball bearings) had been installed "for peace of mind." We get it — preventative maintenance. It's worth noting, however, the standard bearing proved to be in perfect condition when inspected after removal. Colin entrusted the job to Charlie Wildridge at William Francis in nearby Bury St Edmunds. A sound choice — Charlie knows the 996 platform inside out and is brilliant at determining what work these cars require to ensure many more years of happy motoring.

While the car was on the William Francis ramp, the engine was removed in order to tackle other tasks, including installation of a new starter motor, brake lines, new exhaust brackets, a 997 water pump and a low-temperature thermostat. You know the score — just because the 996 Carrera is available at relatively low cost, don't expect anything other than full-fat Porsche prices for parts and maintenance. Worth remembering, though, the cost of resurrecting a down-at-heel 911 SC, which might need £100,000 throwing at it.

Indeed, buy a 'cheap' 986 Boxster or 996, and unless you absolutely know its provenance, you could look be looking at a full suspension rebuild, not to mention the need to replace duff water and air-conditioning radiators. Throw in a raft of additional maintenance work

and your £10,000 911 is suddenly a twenty-grand car.

Peer inside Colin's 996 and it is immediately apparent the story is the same as that applicable to the outside of the car. The grey leather covering hard-backed Sports seats is in fine fettle. Colin has replaced the Space Grey steering wheel and gearlever gaiter with black leather, which does much to break up what is otherwise too much grey. Entertainment-wise, he is happy with the standard Becker head unit, although concedes he understands why many owners see fit to install a Porsche Classic Communication Management Plus (PCCM Plus) head unit and take advantage of the functionality on offer.

Since we met Colin back in the summer, he's also installed BC Racing coilovers and Spyder Performance suspension arms, which we would have been intrigued to try on account of reputation suggesting a good compromise between performance and comfort. I feel like I've been saying this forever, but the 996 boat is gathering pace. The model's values are dragging along behind those of air-cooled classics and the 997. You might think there's loads of 996s out there, but when looking for exacting specification, you'd be very wrong. And it's not all about the two-wheel-drive Carrera. The Carrera 4 is a viable alternative, especially in manual form. It offers focused stability, poise and cross-country capability. It's genuinely astonishing on every level. It's a reminder as to just how right Porsche got the 996 straight out of the box.

Sure, the 997 improved in certain areas, not least quality of materials and build, but in terms of actual driving thrills, the 996 might just have the edge. Colin certainly isn't disappointed.

Of course, the ultimate classic Porsche garage would include both an air-cooled and a water-cooled 911, but if you can only afford the latter, then perhaps being priced out of the market has some benefits? ●

Below Colin was focused on acquiring the best-condition 911 he could lay his hands on, rather than a particular spec

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THE BULLETIN

News from the world of Porsche

NEW FAT KARTING LEAGUE SET TO REVOLUTIONISE ACCESS TO MOTORSPORT

Motorsport is at a turning point. FAT International and the Smedley Group have partnered to launch the FAT Karting League (FKL, *fat-kartingleague.com*), a revolutionary initiative aimed at making motorsport accessible and appealing to aspiring young racers from all walks of life. Building upon the legacy of the Global Karting League (GKL), FKL is redefining grassroots racing with a focus on inclusivity and affordability, inspiring the next generation of talent and setting a new benchmark for motorsport accessibility.

FKL is designed to break down the financial and logistical barriers historically making motorsport inaccessible. A season of fixed-cost racing at the best tracks in the UK starts at just £3,800 for drivers from age six. FKL's Junior Pro Series is priced at £5,300, making it ninety-six percent cheaper than the current system for drivers on the path to Formula 4, which costs an average of £125,000. FLK opens doors for talented young racers from diverse backgrounds to compete by removing some of the barriers holding them back. Operating across multiple global locations (starting with the UK, with others to be announced soon), FKL offers a clear progression route, supporting drivers from entry-level karting to move up the racing ladder.

THE ULTIMATE VICTOR WILL SECURE A FULLY-FUNDED RACING SEAT IN THE FIA BRITISH F4 CHAMPIONSHIP

FKL focuses on outdoor sport using cutting-edge electric karts designed by F1 engineers, delivering an elite experience for aspiring racers. These high-performance karts can achieve speeds of up to 60mph, combining the latest EV technology with zero tailpipe emissions for an exceptional racing experience. Each championship consists of nine rounds, with two categories (Regional and Pro) held at some of the best outdoor tracks in the UK, such as Whilton Mill and Buckmore Park. The calendar ensures young drivers have access to world-class facilities as they develop their skills in a competitive and engaging environment.

What truly sets FKL apart is its groundbreaking reward. Top performers from each global hub will compete in the FAT World Finals, vying for a coveted F4 seat. The ultimate victor will secure a fully-funded racing seat in the FIA British F4 Championship, for all rounds of the 2026 series. This prize offers young racers a direct pathway to professional motorsport, providing a once-in-a-lifetime opportunity to transition from grassroots karting to the global racing stage.

"Our mission is simple: to open the doors to motorsport for everyone," says FAT International CEO, Ferdi Porsche. "With FKL, we're breaking down barriers and creating a platform where talent and passion can thrive, no matter where you come from."

SUSTAIN ECO-FUEL NOW A FIXTURE OF PORSCHE MOTORSPORT SERIES

SUSTAIN is a pioneering brand focused on developing responsible and sustainable fuels contributing towards the push for net zero. Launched in 2021 by bespoke fuel specialist Coryton, part of the Aspen Group, SUSTAIN was driven by the company's mission to create a cleaner future.

Through its SUSTAIN Racing and SUSTAIN Classic collections, the SUSTAIN brand has celebrated fantastic milestones in the motoring industry and beyond. From the deserts of the Dakar Rally to the waters of Windermere, SUSTAIN has delivered vital greenhouse gas savings across the world. Coryton plans to continue this success long into the future.

For the 2024 season, Aspen partnered with Porsche Sweden to supply environmentally friendly SUSTAIN fuel to competitors in the prestigious Porsche Carrera Cup Scandinavia and Porsche Sprint Challenge Scandinavia, two of the region's premier racing series. The multi-year agreement centres on Aspen supplying SUSTAIN race fuel for all rounds. This initiative aligns with Porsche Sweden's vision of minimising the environmental impact of its racing series, while maintaining the high-performance standards the brand is known for.

"Porsche has always been synonymous with racing. We want to manage this heritage, but at the same time, contribute to a long-term sustainable transition for the environment," says Anders Boqvist, Brand Manager for Porsche Sweden. "Introducing environmentally friendly fuel in our Scandinavian racing series is an effective way to reduce our local environmental footprint already next season," he adds, referencing SUSTAIN's thirty-three percent fossil-free bio-derived ingredients.

The collaboration between Aspen, SUSTAIN and Porsche Sweden is long-term. The ambition of all project partners is to gradually increase the fossil-free components of SUSTAIN to a full one hundred percent in order to further reduce motorsport's environmental footprint. "We are incredibly proud to be part of this project," says laes Alin, CEO of Aspen. "The collaboration with Porsche Sweden has, in fact, been going on for a long time — in 2008, we supplied fuel to the Gothenburg City Race. Moreover, since 2018, Aspen is the unit fuel for Carrera Cup. Porsche Sweden, Aspen and Porsche Motorsport started discussions at Rudskogen Motorsenter in connection with both championships competing there. Four months later, we had an environmentally friendly fuel, but no loss of engine output. SUSTAIN is now approved for both the 911 GT3 Cup and 718 Cayman GT4 RS Clubsport."

SUSTAIN is also making itself known in the UK, where Porsche Club Great Britain's motorsport arm has been introducing the brand to its members through the organisation's perennially popular Boxster Cup series. The collaboration makes it possible for to continue running the popular racing series with as little environmental impact as possible. Visit *sustain-fuels.com* for further details.

Circuit
Spa-Francorchamps

RSRNURBURG REVEALS 2025 EVENT CALENDAR FOR MAJOR CIRCUITS

With warmer times ahead, thoughts turn to a return to track days. How about hitting one of the world's very best race circuits in a Porsche, whether your own car or one of the latest GT products to roll out of Stuttgart? Throughout 2025, RSRSpa will offer precisely this opportunity at Belgium's legendary Spa-Francorchamps. Regardless of whether you've never been on a track before or are a seasoned regular, you'll want to enjoy time at a circuit in the best possible conditions. Predominantly, this equates to a low number of cars on track at any given time, as well as being in the company of like-minded enthusiasts sympathetic to the fact drivers of different experience are at play. You'll also want a guarantee you'll be grinning from ear to ear when you're working your way around the track, as well as when you're taking stock of the day thereafter.

The team at RSRSpa is on hand to help. Offering a variety of open pitlane track days and giving you the opportunity to either drive with your own car or rent a specially prepared track attacker for the duration, the company has been hosting its own events at Spa and the Nürburgring for many years. In other words, these guys have intimate knowledge of both tracks, meaning you couldn't be in safer hands.

The story of RSR (Ron Simons Racing) reads like an adventure out of passion for driving. Tired of soulless office work and congested city life, company founder, Ron Simons, 'escaped' from the Netherlands and headed south, "driving head-on toward freedom," as he puts it. Spa-Francorchamps, alongside the Nürburgring and Monza as the holy grail of historic Grand Prix circuits, was always a big draw for him.

The fact most F1 drivers rate Spa as the world's best track — and Eau Rouge as the best corner — speaks volumes and is largely why he would visit in his student years, driving up and down the new 'short cut' section from the shortened circuit, avoiding traffic in both directions (at the time, it was a public road).

Ron has always regarded time at Spa as an opportunity to enjoying pure driving with friends. He regards hours spent at the circuit to be just as rewarding today as it was when he first visited, leading him to establish RSRSpa as a way of giving enthusiasts an opportunity to explore their skill behind the wheel at Spa under safe, controlled conditions. Over the years, the firm has grown in size and now incorporates a team of more than twenty passionate staff and an international network of agents. Additionally, Ron has secured use of well over a hundred track-prepared rental cars, covering every sports car segment.

Dates confirmed for 2025 include premium events at Spa throughout the year, plus a three-day event at Mas du Clos and Magny-Cours circuits, spanning 25th to 28th September. Additionally, RSRSpa is hosting a three-day event at Portimão and Estoril circuits between 7th and 10th April.

Finally, while RSRSpa's 2025 calendar of events at the Nürburgring has yet to be released, estimated dates (based on previous years) are available at *rsrbooking.com* — simply book now, and when the calendar is confirmed, you'll have the flexibility to finalise or adjust your booking without a change in price. Visit *rsrnurburg.com* for further information.

> **HE REGARDS HOURS SPENT AT THE CIRCUIT TO BE JUST AS REWARDING TODAY AS IT WAS WHEN HE FIRST VISITED**

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PORSCHE CUSTOMER TEAMS CELEBRATE 2024 SEASON WITH 911 GT3 R

During the 2024 season, the 992 GT3 R set the benchmark in the world's most distinguished endurance racing series. Fielded by experienced customer teams, including Manthey and AO Racing, the GT3 R secured titles in the FIA World Endurance Championship (LMGT3 class) and the IMSA WeatherTech SportsCar Championship (GTD Pro category). The current 911 GT3 R celebrated its world premiere on 30 July 2022 at Spa-Francorchamps in Belgium and has been campaigned in international competition since the 2023 season.

The new LMGT3 class made its World Endurance Championship debut in the 2024 season. The brace of GT3 Rs fielded by Manthey successfully held their own against fierce competition from nine different sports car brands. Manthey clinched the manufacturers' title for Porsche, as well as first and second place overall for the two Manthey crews and their drivers. Klaus Bachler, Joel Sturm and Alex Malykhin scored class victories in Qatar and São Paulo. In the other six races of the season, the trio in Manthey PureRxcing's no.92 car finished on the LMGT3 podium four times and took home an early title at the penultimate event of the year.

In Manthey EMA's 911 GT3 R, Richard Lietz, Morris Schuring and Yasser Shahin celebrated class victories at the 24 Hours of Le Mans and the six-hour race at Spa Francorchamps. The no.91 crew wrapped up the debut season of the LMGT3 class in second place.

"Winning the title in the WEC's new LMGT3 class is hugely important to us," says Sebastian Golz, Project Manager Porsche 911 GT3 R. "Our successes in the championship are obviously among the highlights. Many more were achieved throughout the 2024 season, though, not limited to victory in the twelve-hour race at Bathurst, the manufacturers' title in the Intercontinental GT Challenge, victories and championship triumphs in the GT World Challenge across America, Asia and Europe, not forgetting wins in the Asian Le Mans Series. On top of all this, the 911 GT3 R has clinched six overall victories in eight races of the Nürburgring Endurance Series and won the GTD Pro class in IMSA."

Indeed, in the IMSA WeatherTech SportsCar Championship, the 911 GT3 R fielded by AO Racing took centre stage from the very start of the season. At the opening round in Daytona, the team made its intentions clear with second place in class. This was followed by GTD Pro victories at Laguna Seca, Detroit and Indianapolis, plus another podium finish at Mosport in Canada, enough to win all three titles in the GTD Pro category, in which AO Racing outperformed numerous works teams.

THE CAR'S DISTINCTIVE BRIGHT GREEN DINOSAUR LIVERY ATTRACTED MANY FAMILIES TO IMSA TRACKS

"This is the greatest success of my career to date," grinned Laurin Heinrich after the thrilling finale at Road Atlanta. At twenty-three years of age, the former Porsche Junior has become the youngest-ever IMSA champion. His 911 (dubbed 'Rexy') was also a fan favourite — the car's distinctive bright green dinosaur livery, Heinrich's strong marketing strategy and his knockout driving attracted many families with young children to IMSA racetracks for the first time, much like Manthey's 'Grello' in Europe.

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09.07.2025 (Wednesday)
04.08.2025 (Monday)
05.08.2025 (Tuesday)
16.09.2025 (Tuesday)
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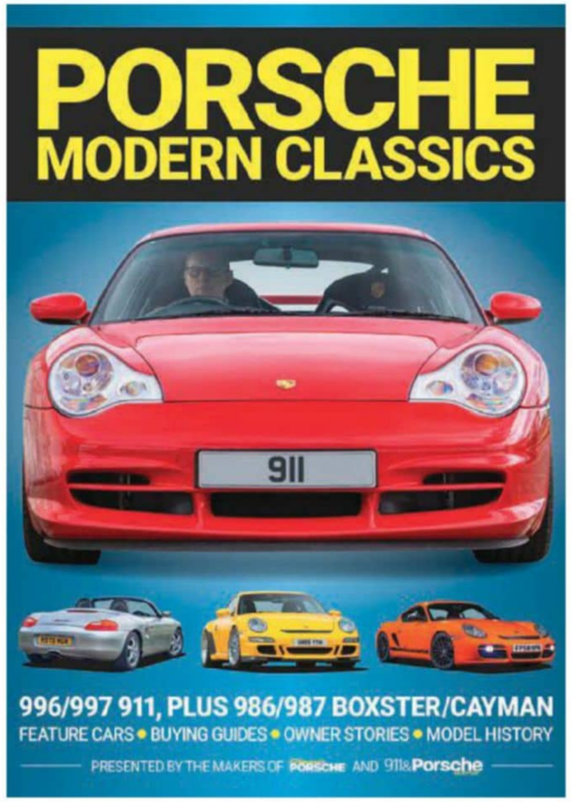

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New from the team behind *911 & Porsche World* magazine comes this 164-page celebration of the 996- and 997-generation 911s and their Boxster/Cayman 986/987 counterparts. We chart the design and evolution of this hugely popular range of Porsches, going on to examine the long-lasting impact these cars have had on all subsequent Porsche products, not to mention the sports car world as a whole. Along the way, we get behind the wheel of standout models, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own. Essential reading for marque enthusiasts, this beautifully presented bookazine comes hot on the heels of our successful *Porsche Air-Cooled Classics* title and can be ordered at the link below.

Price: £9.99

shop.kelsey.co.uk/porsche-modern-classics

TECHART GTSPORT PACKAGE FOR 992 TURBO S

TechArt's latest GTsport concept is a modular personalisation programme for the 992-generation 911 Turbo S. Limited to thirty units worldwide, the scope of customisation allows a high level of individuality setting the host Turbo S apart from any example in factory specification. There's personalisation within personalisation, too — individual add-ons can be optioned above standard GTsport trim, ensuring your TechArt-tuned Turbo S is truly unique. Highlights include a new front apron with side canards, rear diffuser, rear spoiler, a carbon front hood, GTsport badges, a custom-trimmed interior, Formula VI or VII wheels (with optional carbon aerodiscs) and an engine powerkit realising up to 800bhp.

Price: Varies

***tech-9.co.uk* or call 0151 4255 911**

NEW HALFSCALE CARS 917 KURZHECK JUNIOR

As the name suggests, Halfscale Cars manufactures small-scale, petrol-powered versions of classic sports cars. The lion's share of the company's offerings are diminutive versions of air-cooled Porsches, including the short-tailed 917. Produced at seventy-two percent of full size and developed using a 3D scan of the Salzburg-liveried winner of the 1970 24 Hours of Le Mans, the lovingly crafted retro racer is powered by a 230cc Honda engine developing 9hp and capable of driving the pint-sized Porsche at speeds of up to 28mph. Loaded with rack and pinion steering, as well as hydraulic disc brakes, the car is equipped with a leather-trimmed mini bucket seat (with suede inserts), a quick-release steering wheel, ten-inch wheels, pneumatic tyres, working headlights and a functional rear cooling fan mirroring that of the full-fat 917. The fibreglass bodywork is faithful to Porsche's original design and sits over a powdercoated tubular chassis. Choose from sixty combinations of classic 917 decoration, including Gulf and Martini liveries.

Price: £14,995 (subject to VAT for UK buyers)

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NEW DANSK REPAIR PANELS FOR F-SERIES 911

JP Group has launched a range of new panels for the classic 911. Each is marketed under the brand's famous Dansk Original imprint and is produced to OEM standards in the JP Group factory in Denmark. Standout parts include a new rear crossmember and a new centre tunnel for the F-series 911. The former is a critical component, affording the rear struts firm installation. The latter is the perfect remedy for a 911 suffering corrosion in the lower part of the chassis. Both items are finished in EDP paint to ensure ease of welding without the need for grinding.
Price: crossmember £1,342, centre tunnel £1,002
***design911.co.uk* or call 0208 500 8811**

NEW PFC BRAKE DISCS FOR 992 CUP CARS

Following successful development of prototype parts, PFC has launched competitively priced brake discs for 992 Cup cars. Part number 380.34.0052.452/462 is a disc with a 34mm thickness designed for the host 911's front axle. This disc will give a slightly greater mass than the original Porsche part, but will exhibit greater resistance to high temperature. Part number 380.32.0052.452/462 is disc with a 32mm thickness suitable for both front and rear axles. Distributor, Co-Ord Sport, recommends 34mm discs for the front and 32mm for the rear. These discs are designed to be used on 992 Cup cars racing outside of manufacturer regulations, where homologated parts are required — there are many 992 Cup cars falling into this category (now racing in 'open' series).
Price: 34mm discs £490.13, 32mm discs £469.50
***coordsport.com* or call 0121 661 6263**

RECOMMENDED READ: ALWIN SPRINGER BOOK

ALWIN SPRINGER
RACING WITH PORSCHE IN NORTH AMERICA
ALWIN SPRINGER

This 468-page hardback tells the life story of Alwin Springer, one of US motorsport's great personalities. Illustrated with hundreds of photographs, the tale begins with a dream: a young car technician eager to see the world. During what Alwin now calls his "nomad days", he and his wife make California their home, where he founds the Porsche specialist shop, ANDIAL, which quickly grows into the largest independent specialist for Porsche road cars and the most successful Porsche race engine rebuild facility in the US. For the next twenty years, ANDIAL-configured Porsche engines power everything from the 911 to the 935 and 962, winning numerous races and many championship titles. As the technical wizard behind this success, Alwin spent many decades at race circuits and at the negotiating table, where he shaped sports politics as a consultant for Porsche Motorsport. A must-read book.
Price: Limited edition (963 copies only) €225/$249
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NEW RENNLINE CUSTOM-PAINTED KEY COVERS

Personalising your Porsche isn't a process you need to restrict to the vehicle itself, as demonstrated by Rennline's new custom-painted key covers for the 991-generation 911 (2012+), 981 and 718 Boxster/Cayman (2013+), the 918 Spyder, Macan (2014+), Cayenne (2011+) and Panamera (2009+). Available in black, blue, carbon, chrome, deep red, green, orange, pink, purple, red, white or yellow, these smart key covers are a great way to further individualise your car.
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***rennline.com* or call +1 213 224 7393**

RENNLINE

NEW JACQUEMOND DUCKTAIL FOR 992 COUPE

Quality is remembered long after price is forgotten. Enter Porsche styling firm, Jacquemond, and its beautifully crafted composite ducktail for the 992 coupe. Made from high-quality fibres and guaranteed not to crack or flex, this lightweight aero add-on is a simple bolt-on affair utilising the screws holding the factory rear lid in place. In other words, a return to stock specification is straightforward when you come to sell the car. Manufactured in Jacquemond's factory in Lyon, the part is available alongside the firm's 996, 997, 987 and 928 spoilers, wings and body kits.
Price: £1,426.80
***jacquemond.com* or call +33 607 723 085**

CLUB AUTOSPORT SINGER-STYLE SPLIT RIMS

Available in different diameters and a range of widths to suit any 911 body style, Club Autosport's Singer-style (Fuchs-inspired) three-piece split rims look like one-piece wheels, chiefly on account of the billet centre of each wheel being bolted to the inner and outer rim from behind. Supplied as a set of four wheels in a finish of your choosing, each set can be ordered in sizes ranging from fifteen inches to a whopping twenty-two inches (sizes above nineteen inches are POA). Perfect for restomodders looking to emulate the look of a Singer Vehicle Design 964 restoration, or for 911 owners simply wanting to enhance the appearance of their Porsche, Club Autosport's attractive, deep dish, five-leaf alloys are available to order direct from the company's website.
Price: 15/16/17-inch £3,900, 18-inch £4,314, 19-inch £4,914
***clubautosport.co.uk* or call 01384 410879**

CLASSIC FX REPLACEMENT SEAT COVERS FOR 964/996/997/991/992 LIGHTWEIGHT BUCKETS

Using Pepita fabrics and sourced OEM materials in all colours, these replacement seat covers from Porsche-exclusive automotive trimming outfit, Classic FX, are a direct swap for the standard covers found on lightweight sport buckets for the 964, 996, 997, 991 and 992, enabling you to create an early look for your modern 911's interior. Classic FX also has a stock of the original 991 R Agate Grey and Black Silver material (not a reproduction). Simply remove your old seat covers (attached by Velcro) and install the new covers in their place. Nothing could be simpler. Additionally, Classic FX produces side bolster protector covers for 918 carbon-fibre bucket seats. Available in OEM black or Cognac leather and finished in a stitching colour of your choice, these clever add-ons protect the seat's bolsters from wear.
Price: Seat covers from £649, bolster covers from £225
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TOM VAGI

In an age of cost-cutting, many major manufacturers are producing cars far inferior to their legacy models. Not so at Porsche, where the company's designers and engineers are committed to quality, irrespective of how the wider automotive world is moving forward...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit ***sscarsnh.com***

Now winter has finally arrived in New England, I've had a bit of time on my hands — a welcome respite after the wonderful summer and fall seasons we've had. This new-found free time has given me the opportunity to revive some old (good) practices marking the start of the new year. Some needed review, you might say – an annual revisit of the path.

When I completed my last semester in college, I took a month off after graduation, something I'd never done before — I've been working since I was thirteen years old. At the time, my plan was to head off to the Big Apple and work in the stock market as a trader, but a funny thing happened: I spent my 'sabbatical' working on my car. It was nothing fancy, just a sixteen-valve Scirocco, the replacement for my 1981 Scirocco S (my first Volkswagen). After a month of late nights sorting the car, I came to the realisation I needed to alter my life's path. I had help insofar as I was reading a book that just so happened to change my life. It was then that I decided to follow a career in the automotive trade.

Robert Pirsig's *Zen and the Art of Motorcycle Maintenance* has always held a special place in my heart for its insights, as well as it being a form of centring tool when things get too busy. I have read this book annually since my college days and always get something new from it. As we wrapped up the sportscar driving season this fall, I began reading Pirsig's work again. A refresher of sorts. As I go through the book slowly and methodically, its ability to make me think differently about things never disappoints. This time around, it got me to consider one of the many things making Porsche special.

Not to pick on Mercedes-Benz here, but I remember working for a Merc dealer in 1999, when the new W220 S-Class was launched. As those of you who remember the previous S-Class will attest, there was no comparison. The earlier model had been a tour de force of over-the-top engineering, whereas its successor was, well, uninspiring. It was glaringly apparent cost-cutting measures had been employed during production. The new car felt cheaper than the older model. The decline in quality was abundantly clear, like the change of heading on a boat. Mercedes-Benz was heading in a new direction.

Some might say that this was true of Porsche with the introduction of the 986 and 996. At the time of introduction, and after the subsequent launch of the Cayenne, many Porsche enthusiasts were concerned about the direction of the company. I can see how they might have been worried, but the 997 picked up the ball and ran with it. And the Cayenne turned out to be incredibly well built. A best-seller.

After careful review, I can't identify a model series where Porsche cheapened things up and the course of the company changed for the worse. With its most fundamental shift in production methods, as well as overall systems and processes, the 986 and 996 represented a new era for the brand, but the cars it has produced as a result of those changes are fantastic, to say the least. Put it this way, nobody looks at a 997 Turbo and thinks "man, they really went wrong there."

In a world of 'shrinkflation', the idea of less costing more is a common theme. Sad, but understandable, given all businesses have to be profitable. Even so, Porsche quality hasn't suffered. Sure, we have bore score to worry about on certain engines, but it's a small percentage of the total manufactured. Besides, all car makers have an Achilles heel. Regardless, I'm always amazed when I drive a new 911 and, somehow, it's always better than its predecessor, which is typically fantastic.

I think it's relatively easy for car companies (and many other businesses) to throw in the towel and cheapen their products, while trading on achievements of the past. It will often take years before customers decide to move to another brand. Some may accept the slow decline in quality as the new way of the world. Thankfully, we as Porsche enthusiasts need not suffer such misfortune.

Here's to the one car company recognised for continuing to build ever better products. I think Phaedrus would have been proud. ●

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1989 Porsche 930 Coupe #14613

The Porsche 930 Turbo was an utterly unique supercar, the maker's top-of-the-range 911 model for its entire production duration and, at the time of its introduction, the fastest production car available in Germany. The 1989 models were the first and last versions of the 930 to feature the highly desirable Getrag G50 five-speed manual transmission. For $259,500

1984 Porsche Carrera Coupe #17729
This 1984 Porsche Carrera Coupe featured with matching numbers. Finished in its special order color Slate Blue Metallic with a beige interior. This blue-plate California car is equipped with a 5-speed manual transaxle and a air-cooled 3.2-liter flat-six. If you're in the market for a classic Porsche look no further than this Carrera that is mechanically sound.
For $59,950

1986 Carrera Super Sport Cab Turbo-Look M491 #17610
This rare 1986 Porsche Carrera Super Sport Cabriolet M491 "Turbo-look" Right-Hand-Drive featured with matching numbers and 28,400 miles on the odometer. This Porsche Super Sport Cabriolet M491 is only 26 ever produced. An excellent opportunity to acquire such an exclusive Super Sport Cabriolet that is mechanically sound.
For $119,950

1989 Porsche Carrera Coupe #17105
Presenting a 1989 Porsche Carrera Coupe featured with matching numbers and finished in its factory color Black Schwarz combined with the same color interior. Comes with a 5-speed G50 manual transmission, a 3.2-liter air-cooled flat-six engine and four-wheel disc brakes. This highly collectible air-cooled Porsche Carrera that is mechanically sound.
For $86,500

1976 Porsche 911S Coupe #16776
This 1976 Porsche 911S Coupe featured with matching numbers and finished in the special-order color Metallic Blue) beautifully complemented with a Black interior. Equipped with a 915 five-speed manual transmission and a 2.7-liter air-cooled Flat-six engine. Look no further than this extremely collectible 911S Coupe that is mechanically sound.
For $59,950

1964 356C 1600 Karmann Coupe #17954
Presenting this highly collectible 1964 Porsche 356C 1600 Karmann Coupe featured with matching numbers. A striking Signal Red exterior beautifully complements the sleek black interior. Comes with 4-speed manual transmission and 1.6L flat-four engine. This Karmann-bodied 356 Coupe is a great find that deserves a place in your collection and is mechanically sound.
For $74,500

1969 Porsche 912 Coupe 5-Speed #17690
This 1969 Porsche 912 Coupe 5-Speed featured with matching numbers. Finished in its factory color Sand Beige exterior perfectly complemented by a tan interior. Equipped with 5-speed manual transmission, flat-four engine, and Solex dual carburetors. This 912 is a great find that has been cherished by the same owner since 1989 and is mechanically sound.
For $56,500

1969 Porsche 911E Targa #16619
A highly collectible 1969 Porsche 911E Targa featured with matching numbers and is finished from the factory in Tangerine complemented with a Black interior. Equipped with a manual transmission, fuel-injected 2.0L flat-six engine, and VDO instrumentation. This extremely desirable fuel-injected 911E that has just come out of the dry desert state of Nevada and is mechanically sound.
For $89,950

1993 Porsche 928GTS 5-Speed #16157
Presenting this scarce 1993 Porsche 928GTS 5-Speed that is finished in its factory color Slate Grey Metallic (Q9) complemented with a Grey interior. This is 1 of only 54 examples ever produced for the US market. Equipped with a 5-speed manual transmission and a V8 engine. This extremely rare opportunity to acquire a limited edition 928GTS 5-Speed that is mechanically sound.
For $89,500

1985 Porsche Carrera Targa #16332
This 1985 Porsche Carrera Targa featured with matching numbers is finished in its factory special order color Meteor Metallic with a Black interior. Equipped with a 915 five-speed manual transmission, and a 3.2-liter air-cooled flat-six engine. This highly desirable air-cooled Carrera 3.2 Targa that is mechanically sound.
For $59,950

1995 Porsche 993 Carrera Coupe #18109
This ultra-low-mileage and one-owner 1995 Porsche 993 Carrera Coupe 6-Speed featured with merely 8,763 miles on the odometer. Comes in the color Guard Red with a tan interior. Equipped with a 6-speed manual transmission. This Porsche has been meticulously maintained by a single owner, and is mechanically sound.
For $159,950

1988 Porsche Carrera Cabriolet #16154
This 1988 Porsche Carrera Cabriolet is featured with matching numbers and only 25,552 miles on the odometer. Finished in its factory color Black - Schwarz combined with a Grey interior. Equipped with a 5-speed manual transmission. Don't miss out on this low-mileage Carrera Cabriolet that is mechanically sound.
For $89,950

1994 964 Carrera 4 Widebody Coupe 5-Spd #17572
This 1994 Porsche 964 Carrera 4 Widebody Coupe 5-Speed featured with merely 36,698 miles on the odometer. This particular model is one of only 267 Widebody "Turbo-Look" examples ever produced. This limited-production factory Widebody air-cooled 964 that is mechanically sound.
For $169,950

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KARL MEYER

Poor management decisions at the Volkswagen Group have resulted in serious problems for franchisees, including Porsche Centres, presently dealing with many unsold cars as a consequence of oversupply and rushed release of new products, negatively impacting the value of what's already on forecourts...

__Karl Meyer__ is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit __theporschebuyer.com__

Last month, I talked about concerning goings-on within the Volkswagen Group and, by proxy, Porsche. The 'job for life' mentality at VW has sustained a devastating blow, with factories closing, unallocated stock piling up worldwide and workers unions fighting in vain. All of this coincides with Porsche conceding China's EV manufacturing costs provide a competitive edge the German brand simply cannot match, resulting in closure of a third of Porsche business in East Asia. But could this turmoil spell good news for the Stuttgart concern and, ultimately, you and I as enthusiasts? I think so. Those of us whose job it is to monitor the global automotive space have seen this coming for half a decade. Frankly, watching the effect of questionable certain management decisions during the past three years has been a real head-scratcher. It is my strong conviction prioritisation of share performance at the cost of almost everything else is what brings us to where we find ourselves in 2025.

China has continued to innovate, resulting in many European and US-based car makers outsourcing problem-solving to this cradle of civilisation, which presently holds the automotive industry by the ball bearings. Not only has the West funded much of China's progress in the automotive sphere in recent years, European and Stateside manufacturers have made themselves dependent on the Chinese supply chain, as was proved at the height of the pandemic. But as in life, so too in business — hard times build character and strength. The VW Group is financially restructuring and evaluating its future. I'm pleasantly surprised to learn Porsche's intention is to back-off new car supply into the UK market for 2025. This is music to my ears and something I've been advocating at *theporschebuyer.com* for a very long time.

Oversupply (resulting in large swathes of unsold stock) is devastating for the Porsche brand. For context, Porsche supplied close to 20,800 new cars (or registrations) in 2024. By my reckoning, the sweet spot allowing for growth is around 16,500 cars. I've been told Porsche intends to return to this volume of sales as soon as possible. Whether 2025's sales total is as low as seventeen thousand units remains to be seen, but to provide perspective, Porsche represents just 1.02% of the UK market. Compare this to BMW registering 125,000 cars. Meanwhile, Omoda (a very new Chinese offering) registered 3,600 UK cars in 2024. Not bad for a newcomer.

Oversupply causes numerous problems for a car maker. Used vehicle residuals are affected, jeopardising ambassador re-sales. New car profit is also diluted. And then there are the product recalls from rushed releases. The Taycan, for example, presently has eighteen active recall campaigns, including a centre-lock wheel debacle grounding many of your GT cars in Q4. Then there are new Macan EVs already in need of software updates. Many of you feel this is just not 'Porsche' enough. Rest assured, the sentiment from Porsche Centres is the same: less volume, more quality.

I believe the brand will now focus heavy attention on development of green fuel and the patented six-stroke combustion engine, which I am very excited about. Engineering experts tell me there are fragility concerns with this powerplant, but the same experts didn't invent the cleverest ICE engine I've ever seen, so I'll take my chances with Porsche. I love it when the brand innovates.

Okay, let's talk about the used car market. My team is seeing early signs of pent-up demand releasing. The classic car sales scene is a real buyer's space right now, but Porsche is the trend-bucker, with prices remaining stable and not in freefall (unlike values of legacy models from rival brands). We see unexpected rising stars — the 928 is finally getting the attention it deserves. If, like me, you had the blue 928-based Transformer as a kid, or watched *Scarface* and thought you'd one day bag a 928 to call your own, you'll be delighted to know now is the time to buy. Prices remain low, but I anticipate a sharp rise.

993 Carreras in all body shapes continue to rise in value. Speculation this is 'the next 964' is rife and probably justified. But if it's something more modern that takes your fancy, there are real bargains to be had from early 992s in the network, not least because Porsche Centres are dropping prices to clear the decks. At the other end of the scale, would you think it crazy for me to suggest the Carrera GT is a bargain at circa £1m? I think there is room for that figure to double. The Carrera GT transcends even collector car values. I think we're looking at a McLaren F1 or Ferrari 250 GTO in the making. Buying syndicate anyone? ●

CATCHING ALL THE FEELS

911 & Porsche World **samples the brand-new 911 S/T...**

Words **James Fossdyke** Photography **Piona Tomathan**

Above Maximum power is achieved at 8,500rpm, with the engine revving out to a lofty 9,000rpm

Many 911s lay claim to being the 'purist' model, from the manual GTS to the joyous GT3, from the basic Carrera to the limited-edition Sport Classic. But now, there's a new contender looking to take the crown, and the headline figures look promising. Not only is this the lightest 992-generation 911 to date, it happens to be normally aspirated and comes with a manual gearbox, as well as a retro-styled interior. This is surely catnip to die-hard 911 enthusiasts?!

You're looking at the new S/T, an homage to the lightweight, powerful S/T competition package serving as a cross between 911 S and T models as the 1970s got underway. And this is arguably the best-looking 992 you can buy right now, especially if the S/T you're looking at is loaded with the Heritage Design Package treated to our test car, which came in gorgeous Shore Blue paint, perfectly complemented by the Cognac leather and matching fabric pictured on the pages before you.

Even without this colour scheme, the S/T is a seriously cool 911. In essence, it's based on a GT3 Touring body shell, which means it's narrower than the GT3 RS, the Turbo models and the Sport Classic, but features the scalloped doors of the mighty Rennsport. The S/T also takes its engine from the GT3 RS, which means 521bhp heads to the rear wheels, albeit via manual gearbox, rather than the RS's PDK. The S/T is pared back, too, with lightweight glass, carbon-fibre body panels and even a single-mass flywheel to reduce overall weight in order to make the engine more responsive. Porsche reckons this update alone reduces rotating masses by about ten kilograms, and thanks to the physics of rotating masses, this is a considerably bigger win than it sounds.

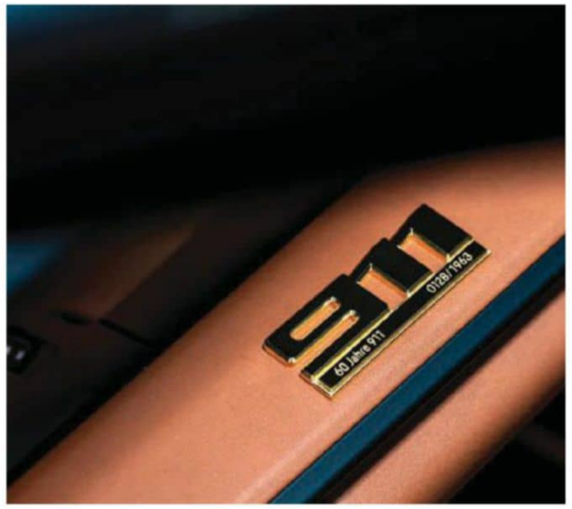
Above and below Options list is huge and includes the option of Cognac leather, as seen in our test car's cabin

And yet, for all the weight-shedding, the S/T isn't completely stripped out. Yes, it goes without rear seats. Yes, lightweight buckets are fitted in the front as standard, but more conventional sports seats are a no-cost option, while the climate control system, navigation system and 'hybrid' instrument cluster (complete with analogue rev counter and digital screens) are all thrown in gratis. Stick with buckets and you'll find getting in and out of the S/T isn't particularly easy, not helped by fabric door catches, which feel a bit awkward compared to a conventional handle, but once you're in, you're in, and there's no doubt this Porsche is very much a luxury product. Importantly, the driving position is great, and the bucket seats are just about supportive enough. Even with the optional carbon-fibre-reinforced plastic roll cage fitted behind the seats, this doesn't feel like a trackday special.

But then you start the engine. As you might expect, the decision to pair the GT3 RS's flat-six with a single-mass flywheel and a lightweight, six-speed, short-ratio manual gearbox has a profound effect on the S/T experience. For a kick-off, there's the sound, to which the lighter glass leaves you deliberately exposed. Without the damping effect of a heavier flywheel, the engine almost runs roughly, grumbling, rattling and coughing at idle. The change in noise when you engage or disengage the clutch is borderline alarming. I thought clutch rattle like this was a thing of the past in road cars, but apparently not.

At least it serves as a helpful reminder the clutch in the S/T is quite a delicate thing. A bit like a Carrera GT, the S/T needs to be mollycoddled, especially when pulling away from a standing start. You won't go far wrong if you avoid slipping the clutch and let the anti-stall system do its job, even if a spluttering supercar doesn't impress onlookers. Start showing off with burnouts and full-bore starts, however, and you could find yourself looking at a hefty bill for a fresh clutch.

FOR ALL THE S/T'S WEIGHT SHEDDING, IT'S STILL VERY MUCH DESIGNED FOR USE ON A GOOD BACKROAD, RATHER THAN THE OPEN EXPANSES OF A RACE CIRCUIT



THE FAST LANE

For all its delicacy, the S/T's powertrain really does allow it to verge on supercar territory. Unconstrained with a lighter flywheel arrangement, the engine spins up and down the rev range like lightning — you really have to be sharp with your hands and feet if you want to look after the transmission. Helpfully, the gear lever moves smoothly and has a pretty short throw, while the clutch has lots of feel and you don't have to be quite as gentle with it on the move. The brake and accelerator are also beautifully positioned for heel-and-toe

action, too. Not that you necessarily need to be a driving expert to pilot the S/T successfully — there's a selectable automatic throttle blip system for those who want it, but there's a huge amount of satisfaction in getting it right the old-fashioned way.

Though you don't have to do this on the way down the gearbox, you must do it on the way up, which might be an issue for those who aren't quite quick enough with their left hand. You see, the ratios are shorter than you'll find in a GT3 RS, meaning you have to do quite a lot of gear changes to keep the revolutions down when you're in town — the S/T will quite happily pull fifth below 30mph. At 70mph, you're doing more than 3,000rpm, at which point, the S/T is just getting started. The engine revs all the way to 9,000rpm, with full power not delivered until you get to 8,500rpm. We highly recommend getting there, if only to hear the rich roar of the flat-six behind you, although you might have to be careful when and where you do it. On a public road, for example, you can very quickly find your driving licence under threat from the rampant acceleration and the glorious engine note on offer. You can, if you so wish, make the exhaust sound even fruitier with the sports exhaust system active, but it makes very little difference in the cabin. Maybe there's a little more edge to the soundtrack, but the difference is minimal.

Similarly, you can play with damper settings to adjust the firmness of the ride and therefore the traction and control available, but once again, it doesn't make much difference. For all the S/T's weight shedding, it's still very much designed for use on a good backroad, rather than the open expanses of a race circuit. As a result, the ride is firm without being back-breaking, and though the stiffer of the two damper settings is a little less forgiving over potholes, it doesn't ruin the experience completely, particularly at higher speeds.

Happily, that's about it for settings you can alter. There's no drive mode selector in the S/T, and unless you choose the optional nose lift system, there's nothing else to play with. Not

Above Normally aspirated flat-six develops 186mph

TECH SPEC

Model	992 S/T
Price	From £231,600
Engine	4.0-litre normally aspirated flat-six petrol
Transmission	Rear-wheel drive, six-speed manual gearbox
Economy	20.5mpg
CO_2 emissions	244-250g/km
Top speed	186mph
Power	518bhp at 8,500rpm
Torque	343lb-ft at 6,300rpm
0-62mph	3.7 seconds
Weight	1,380kg (DIN)
Length	4,573mm
Wheelbase	2,457mm

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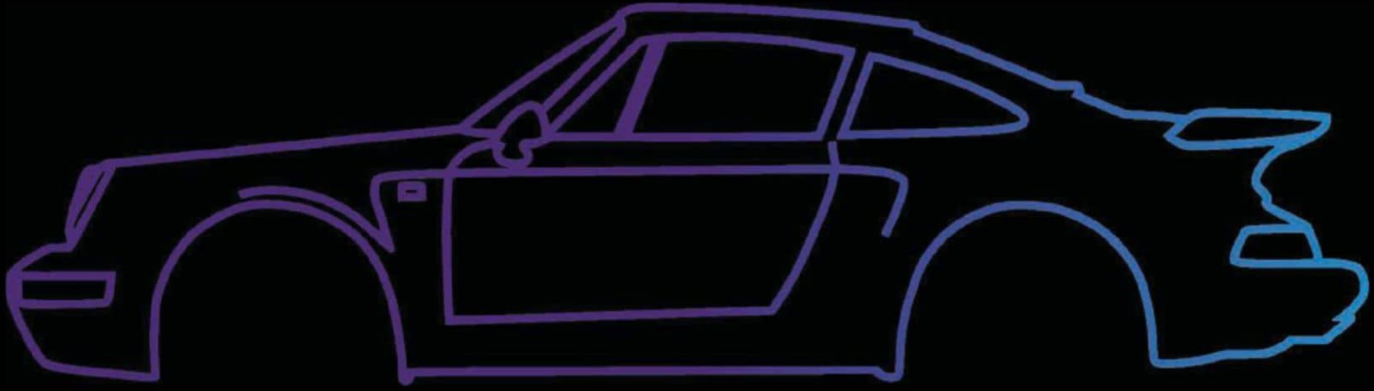

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Above Buckets and leather door pulls might take a bit of getting used to if you're coming from Carrera ownership

Below Front luggage compartment can hold a claimed 132 litres, helpful for weekends away

that any of it is really necessary when you've got a manual gearbox and such incredible tactility built into the S/T's chassis as standard. I say 'tactility' because it's the first word coming to mind when thinking about the way the S/T drives. Instead of pummelling your pelvis, all the suspension really does is inform you about what's going on underneath. It does so in such rich detail you can almost discern a roadkill's last meal.

For me, however, feedback through the steering wheel impresses most of all. A 992 Carrera isn't without feel by any stretch of the imagination, but compared with the S/T, it's positively anaesthetised. From the moment you pull away, the S/T trembles with every minor imperfection in the surface, thrusting feedback directly into your fingertips. Sometimes, on less well-kept roads and at the sort of speeds for which the S/T was designed, the wheel is wrenched one way or another, with constant corrections needed to maintain a heading. When you're turning into a corner and feeling for grip at the nose, though, it's absolutely magical. This could well be the best steering I've ever come across in any car, 911 or otherwise.

IF WE'RE REALLY BEING HONEST, VIEWING THE S/T THROUGH A PRACTICAL, PRAGMATIC LENS IS MISSING THE POINT

This is partly down to feel and partly down to response. Anyone who's flown a Supermarine Spitfire says you just have to think about moving the controls for the aircraft to obey. The S/T is the same. Look into the corner, think about turning, and the car will follow almost telepathically. There's no rear-wheel steering (another weight-saving measure), but the nose darts into corners nonetheless, the body following instantaneously, with almost no roll whatsoever, irrespective of which setting the suspension is in.

Combine this with the responsiveness of the power delivery and you're left with the most rewarding driving experience you get from any 911. Given the brilliance of some 911 models, old and new, this is quite the accolade.

BUMP IN THE ROAD

While this is all very impressive, our praise comes with a few caveats. For starters, you can't switch off when you're driving the S/T. Even on a motorway, a cat's eye can wrench the steering and force you to correct, while the lack of soundproofing means there's always a lot of noise, particularly with the engine spinning at more than 3,000rpm. 'Refined' and 'comfortable' are not really the words coming to mind when describing a long motorway drive in the S/T.

Then there's the clutch, which takes some getting used to. Also, the Ackermann effect means the car jolts and judders when manoeuvring with anything more than middling amounts of steering lock. Though the jolting effect isn't a problem per se, it feels

PORSCHE
A 911
PORSCHE

abusive and unpleasant, and means tight spaces are the enemy of the S/T.

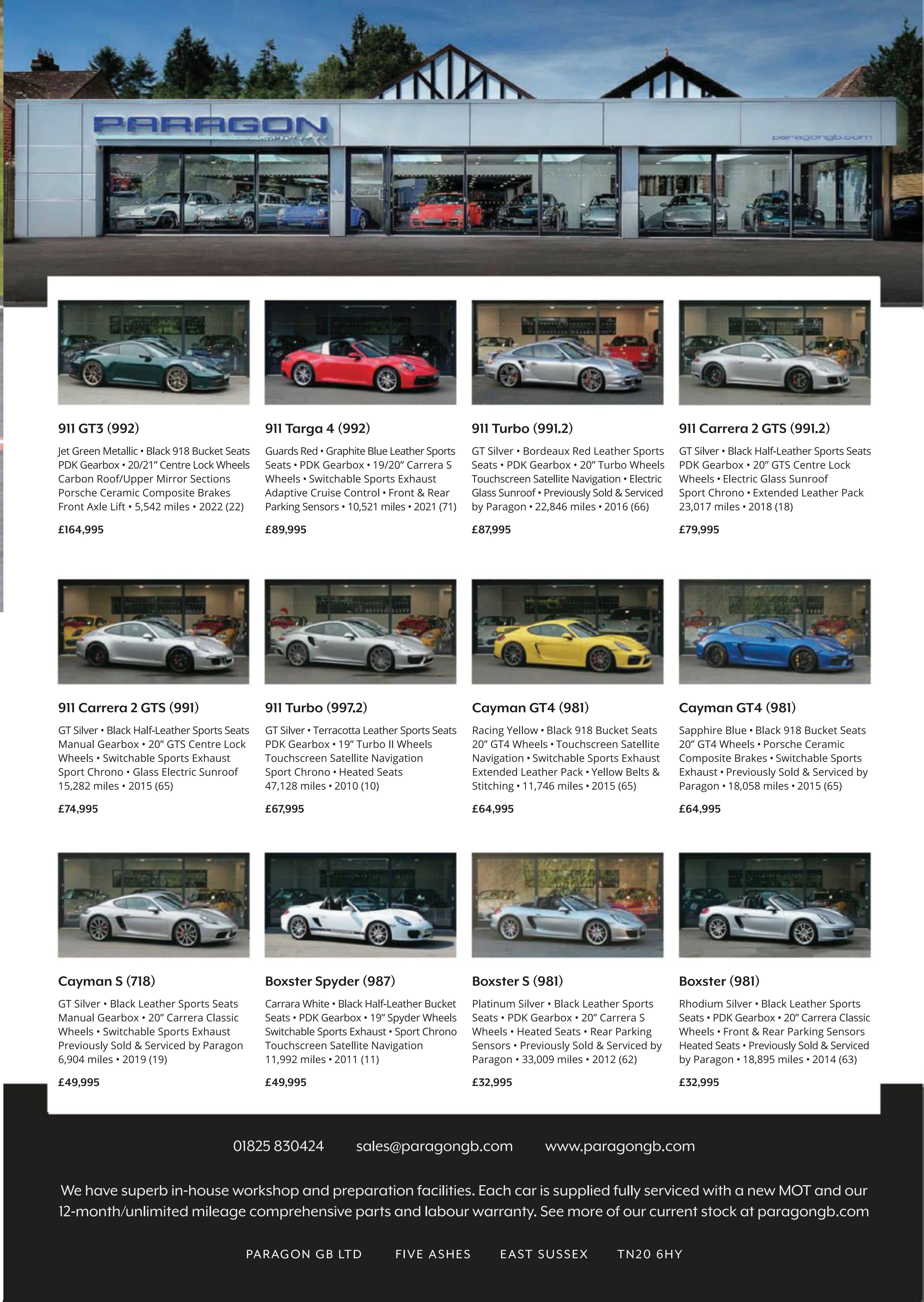
Other issues concerning practicality relate to the optional roll cage fitted to our test car, which obscures rear visibility, as well as limiting access to the parcel shelf, which is an issue when you only have 132 litres of luggage space to play with. That said, the tub under the bonnet is more spacious than it looks or sounds, especially if you pack it with soft, pliant bags, such as holdalls, rather than hard-shell suitcases. Even then, though, the space is hardly cavernous. As intimated, getting in and out of those bucket seats can be a little uncomfortable, too, particularly if you aren't as flexible as you once were.

As a result, the S/T is purely a toy, which will deter many Porsche showroom visitors. Most people love 911s because they're such brilliant everyday sports cars, particularly in Carrera and Carrera S form. These very same Porschephiles will struggle to use an S/T in the same way. And despite the roll cage option and lightness, this isn't a track toy. The clutch is too delicate for full-bore standing starts, and Porsche hasn't really configured the S/T for lapping circuits. Instead, the S/T is a B-road barnstormer, developed for a smile-a-mile thrash on a sunny Sunday morning. On a country road, it's a sensational sports car, and though it can be difficult to control, this only makes seat time all the more rewarding. As a tool for high days and holidays, little else in the 911 range — or any other model range, for that matter — comes close.

Obviously, for a one-trick pony, the starting price of £231,600 is utterly outrageous. Of course, once you've selected the options you want, you'll spend a lot more than this. The car in our pictures, for instance, comes with a price tag of £255,092. If I were to specify my dream S/T without paying any heed to my finances, it would cost even more.

If we're really being honest, viewing the S/T through a practical, pragmatic lens is missing the point. This is a limited-edition 911 (just 1,963 units will be manufactured) in honour of the year the 901 was launched. For what it does, the S/T is the best 911 in the business. You can't justify this thing with facts and figures — you will want to buy one simply because you love it. And on the right day and on the right road, this is a very easy Porsche to fall in love with. Form an orderly queue. ●

Above 62mph is achieved in a scant 3.7 seconds, a result of reduced weight assisted by carbon-fibre bodywork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911 GT3 (992)
Jet Green Metallic • Black 918 Bucket Seats PDK Gearbox • 20/21" Centre Lock Wheels Carbon Roof/Upper Mirror Sections Porsche Ceramic Composite Brakes Front Axle Lift • 5,542 miles • 2022 (22)
£164,995

911 Targa 4 (992)
Guards Red • Graphite Blue Leather Sports Seats • PDK Gearbox • 19/20" Carrera S Wheels • Switchable Sports Exhaust Adaptive Cruise Control • Front & Rear Parking Sensors • 10,521 miles • 2021 (71)
£89,995

911 Turbo (991.2)
GT Silver • Bordeaux Red Leather Sports Seats • PDK Gearbox • 20" Turbo Wheels Touchscreen Satellite Navigation • Electric Glass Sunroof • Previously Sold & Serviced by Paragon • 22,846 miles • 2016 (66)
£87,995

911 Carrera 2 GTS (991.2)
GT Silver • Black Half-Leather Sports Seats PDK Gearbox • 20" GTS Centre Lock Wheels • Electric Glass Sunroof Sport Chrono • Extended Leather Pack 23,017 miles • 2018 (18)
£79,995

911 Carrera 2 GTS (991)
GT Silver • Black Half-Leather Sports Seats Manual Gearbox • 20" GTS Centre Lock Wheels • Switchable Sports Exhaust Sport Chrono • Glass Electric Sunroof 15,282 miles • 2015 (65)
£74,995

911 Turbo (997.2)
GT Silver • Terracotta Leather Sports Seats PDK Gearbox • 19" Turbo II Wheels Touchscreen Satellite Navigation Sport Chrono • Heated Seats 47,128 miles • 2010 (10)
£67,995

Cayman GT4 (981)
Racing Yellow • Black 918 Bucket Seats 20" GT4 Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust Extended Leather Pack • Yellow Belts & Stitching • 11,746 miles • 2015 (65)
£64,995

Cayman GT4 (981)
Sapphire Blue • Black 918 Bucket Seats 20" GT4 Wheels • Porsche Ceramic Composite Brakes • Switchable Sports Exhaust • Previously Sold & Serviced by Paragon • 18,058 miles • 2015 (65)
£64,995

Cayman S (718)
GT Silver • Black Leather Sports Seats Manual Gearbox • 20" Carrera Classic Wheels • Switchable Sports Exhaust Previously Sold & Serviced by Paragon 6,904 miles • 2019 (19)
£49,995

Boxster Spyder (987)
Carrara White • Black Half-Leather Bucket Seats • PDK Gearbox • 19" Spyder Wheels Switchable Sports Exhaust • Sport Chrono Touchscreen Satellite Navigation 11,992 miles • 2011 (11)
£49,995

Boxster S (981)
Platinum Silver • Black Leather Sports Seats • PDK Gearbox • 20" Carrera S Wheels • Heated Seats • Rear Parking Sensors • Previously Sold & Serviced by Paragon • 33,009 miles • 2012 (62)
£32,995

Boxster (981)
Rhodium Silver • Black Leather Sports Seats • PDK Gearbox • 20" Carrera Classic Wheels • Front & Rear Parking Sensors Heated Seats • Previously Sold & Serviced by Paragon • 18,895 miles • 2014 (63)
£32,995

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THE FORGOTTEN RENNSPORT

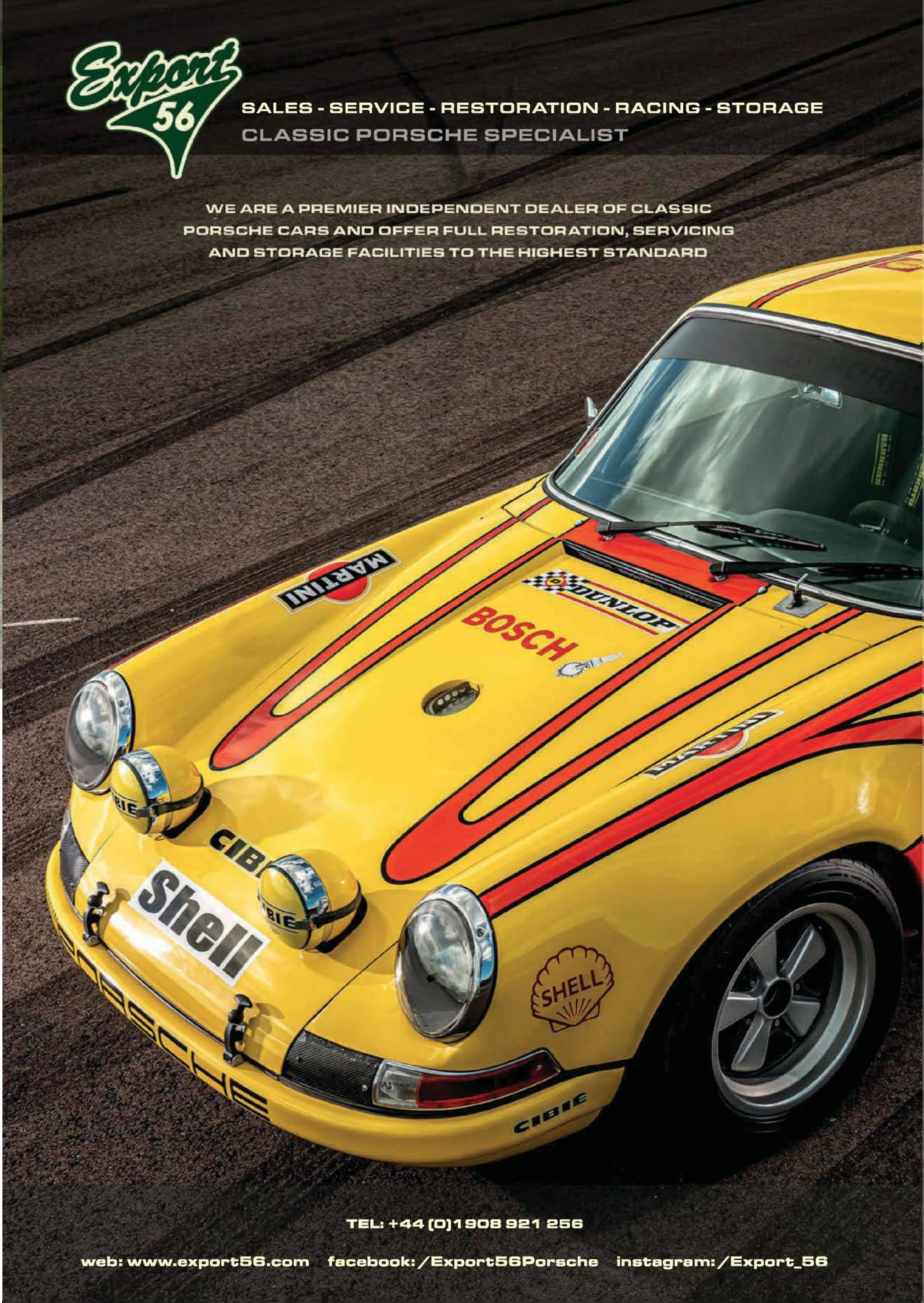
Just twenty-one SC RS rally cars were built, making this a super-rare 911 and largely unknown. This is the story of the last air-cooled factory rally car...

Words **Steve Bennett** Photography **Broad Arrow Auctions**

The 1984 Lombard RAC Rally. Grizedale Forest, burgers, bobble hats, flasks of tea and an expectant crowd camped out in the early morning mist. All in attendance wait for star wheelmen to pass, sideways. One speed merchant in particular captures the imagination: Roger Albert Clark. Is that the sound of a Ford BDA echoing through the trees? Not this year. It is, in fact, the sound of a Porsche flat-six. As unlikely as it may sound, our Rog is at the wheel of a Prodrive-entered, Rothmans-sponsored 911. Not any old 911, either. This is a 911 SC RS.

The car featured on these pages is the final of twenty-one SC RSs built. The name-checking of Roger Clark? Like any child interested in motorsport in the 1970s, Clark was my rallying hero, notching up multiple wins, usually with Tony Mason on the maps. The nation watched via nightly BBC Rally Report bulletins, fronted by William Woollard. As Group 4 became Group A and Group B in 1983, however, the Ford Escort's time was up and Clark's star was fading. I confess, I didn't even know he'd competed in the 1984 RAC Rally until many years later, when a DVD (*Roger Albert Clark: In-car 1984*) plopped through my letterbox for review. With a cup of tea and a digestive, I gave it a spin and was immediately transported to rallying in a different time, when 1984's November-run RAC was a truly epic event (of the 147 starters, only fifty-two crews finished). As the title implies, this is in-car footage and nothing else, save for the odd aerial view, and takes in a number of stages with Clark at the wheel and Ian Grindrod on pace notes.

Above Chunky G-series bumpers bring to mind classic 911 RSR racers



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He's a cool customer, is Clark. Never flustered, serenely working the wheel and somehow making the bolshie old Type 915 gearbox look easy to contend with. Devoid of any real narrative, I decamped to the internet to find out more. RAC specialist, Clark, finished eleventh overall, a pretty good result in the era of the Peugeot 206 T16 and Audi Quattro. But hang on, what exactly is a 911 SC RS?

MYSTERY MACHINE

What indeed? Even now, the SC RS is the Rennsport flying resolutely under the radar, despite the best efforts of Clark and others, including Henri Toivonen and Patrick Snyers. I remember the first time I clapped eyes on the almost mythical Porsche. The encounter occurred at a Spa track day in 2007, when I was supposed to be driving a 908. I was a bit reluctant, truth be told, and I wasn't in the slightest bit upset when the journo scheduled to take to the controls before me jiggered the gearbox. Spotting the SC RS in attendance more than made up for lack of seat time in the 908, belonging as did (and still does) to Belgian Porsche super-collector, Johan Dirickx. Without his generosity, there are many super-rare Porsches I would never have had the opportunity to drive, including the SC RS.

What's the SC RS story? What's the Type 954 Gruppe B Evolutionsserie (to give this rare 911 its full factory designation) story? As is so often the case, the smoke and mirrors of homologation is at play. In this case, the clever use of a loophole suiting Porsche just fine.

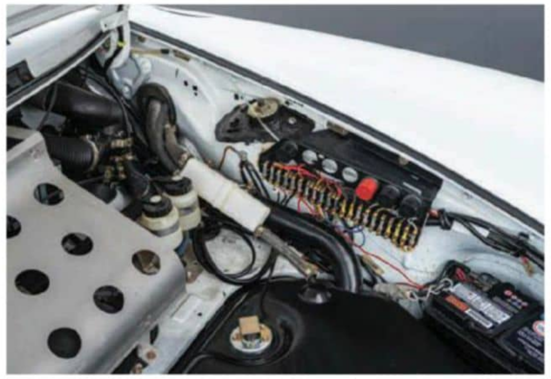
In 1983, Porsche was busy on the race and rally front. Apart from the Group C 956/962 endurance racers, Porsche was also embroiled (like many other manufacturers) in four-wheel drive projects, including Paris-Dakar, the 961 for Le Mans and, of course, the 959 supercar. Fearsome Group B machinery, such as the aforementioned T16 and Quattro, as well as the Lancia 037 — it would be a couple of years before the Metro 6R4, Ford RS200 and Lancia Delta S4 arrived to complete the line-up — dominated the World Rally Championship (WRC). Porsche couldn't compete with such weaponry, even with the 3.3-litre 911 Turbo. Ultimately, in Group B specification, the Turbo incurred a severe weight penalty.

Looking back to the Safari-configured Carrera RS 2.7 of the early 1970s, the Porsche competition department's engineers in Weissach sought a more down-to-earth machine, one utilising existing componentry for factory and customer squads to contest international rallies with a realistic shot at trophies. Cue a rootle around the 911's competition parts bin.

The motivating force behind the SC RS programme was Weissach guru, Jürgen Barth, who had driven the 1982 Monte Carlo Rally in the Almeras Brothers' 911 SC, finishing ninth overall and second in Group B. Not a win, but certainly a result of significance as far as Porsche publicity was concerned. By coincidence, Rothmans, sponsors of Porsche's works Group C team, had requested the manufacturer look into building a rally car for the 1984 season, resulting in Barth and his esteemed colleague, Roland Kussmaul, getting the go-ahead to configure and assemble a rally-ready 911. For homologation purposes, such an act would usually require building two hundred such cars for the road, but a loophole in the FIA's Group B rulebook allowed for just twenty units to be produced, providing they were based on a redundant model. Since the 911 SC had just been superseded by the Carrera 3.2, the ideal starting point was available.

Above The last SC RS to be assembled

Facing page Chassis twenty-one is in remarkably original condition and has covered few miles



sabelt
Britax

The SC RS was built in Weissach from 1983 and was competitive until 1987. Five cars went to Dave Richards' Prodrive-run Rothmans World Rally Championship team. Fifteen were delivered to private customers. A single car (chassis number twenty-one, featured here) was created retrospectively at Weissach from leftover components. Of the privateers, Belgian tobacco company, Belga, bought two chassis, whilst Bastos bought one. Although thoroughly frowned upon now, those Rothmans, Belga and Bastos liveries were absolutely of their time and looked pretty cool.

BUILT FOR THE TASK

Though not a ubiquitous winner like the 935 circuit racer, the SC RS got the job done. To contest European events in 1984, Rothmans/Prodrive engaged Henri Toivonen, which was kind of remarkable, given he was employed by Lancia to drive the 037 in WRC events. Such a conflict wouldn't be allowed these days, but clearly, Toivonen was something of a free agent, winning the Ypres 24 Hours, Milles Pistes, Costa Smeralda and Madeira rallies. But for a season-ending accident in an 037, he would have won the European Rally Championship, but finished second to Carlo Capone, who somewhat ironically, was also driving a 037.

Prodrive, of course, entered the SC RS into the RAC Rally, drafting in Clark, which, of course, is where our story started. Prodrive also entered Saeed Al-Hajri in a second SC RS. He finished a respectable seventeenth overall on the back of a successful Prodrive-winning campaign, securing the FIA Middle Eastern Rally Championship in the SC RS. Not a bad first season. There was more to come in 1985, but really, we should dive into the SC RS's constituent parts and its build sheet before highlighting further success and the detail of our feature car.

The SC RS was no ordinary 911, but then again, compared to, say, the technological tour de force that was the 959, the SC RS was entirely conventional and, as we've already noted, built to get the job done. The narrow shell was beefed-up and broadened with 930 steel arches, plus lightweight fibreglass aprons and a rear wing straight off the then new Carrera 3.2. The look is very much latter-day Carrera RSR 3.0.

Engine-wise, the SC RS uses the three-litre 930/18 SC flattie, with fuelling delivered via Kugelfischer mechanical injection and a special MFI fuel pump in place of the standard 911 SC's K-Jetronic system. Compression ratio was raised from 9.8:1 to 10.3:1 with re-profiled forged pistons, higher-lift cams and valve timing adjusted accordingly. Power is rated at 250bhp, which isn't bad at all, considering the standard SC's 200bhp. Oil lines are routed through the interior, whilst a bigger version of the SC's oil cooler,

Above Sure you've got enough exterior lighting there, mate?

Below Where to put the weekly shop?

SSi
by JP Group Automotive

Illustration: Heat exchanger 2.0-2.4, Ø38mm - Ref no. 91.911SSI // JP no. 1623104910

The SSi heat exchanger - for replacement or conversion to free flow

Ø38mm or Ø41mm
2.0-2.4, 64-74
2.7 & 3.0, 74-79

Ø38mm
3.0 USA, 80-83

Ø41mm
3.2, 84-89

Ø41mm
3.6, 90-94

Note! All pipe dimensions are outside diameter

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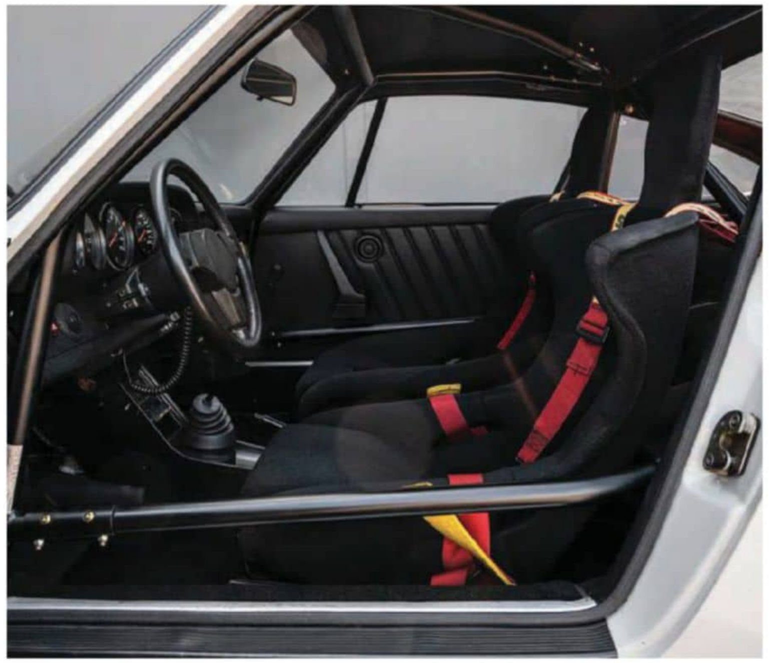

Above Much of the car's standard interior trim remained, despite preparation of the car for rallying

Facing page SC RS in its natural habitat

which is ordinarily found in the front right wing, was relocated behind the front valance.

CHASSIS TWENTY-ONE WAS KEPT BY VAN DIJK UNTIL 2004, DURING WHICH TIME IT WAS USED SPARINGLY ON THE ROAD AND REMAINED IN NEAR ORIGINAL STATE

The trusty (if recalcitrant) Type 915 gearbox received shorter ratios and a dedicated oil cooler housed within the rear wing mount on the engine lid. Whilst the SC street car's final drive ratio is 8:3.1, shorter 8:35 and 7:37 were optioned, plus a forty-percent limited-slip differential.

Brake discs and calipers are from the contemporary 911 Turbo, and while coilover suspension would have been ideal, it wasn't homologated until 1985, resulting in the SC RS making use of large-diameter torsion bars (22mm at the front and 27.5mm at the rear, replacing 19mm and 26mm units respectively), with competition-specification Bilstein dampers. Fat sixteen-inch Fuchs wear 225/50ZR tyres at the front, 245/45ZR at the rear.

Against largely turbocharged competition, the SC RS achieved its often giant-killing achievements through weight reduction. Lightweight body panels were the order of the day, as was the elimination of sound deadening material and rear seats. There was no heater, either, just direct ventilation via the scuttle vents. Needless to say, the cockpit of an SC RS must have been chilly on the RAC rally in November.

140
180
120
200
100
KM
80
60
40

Window glass is thinner than standard, while the bonnet, doors and rear engine lid are manufactured from aluminium. The result, not forgetting the lightweight front and rear aprons, is a fighting weight of 980kg. With the right gearing, very strong performance is achieved, marked by the dash to 60mph from a standstill in five seconds and top speed of nearly 160mph, depending on the event.

As you'd expect from a pure competition Porsche, the cabin's standout feature is the twin 935 'lollipop' style seats and a 10,000rpm rev counter shouting business. There you have it — a 'bitsa' in true Porsche style, with components spanning generations of 911. As such, compared to other Porsche projects on the go back then, this was an affordable privateer challenger, as well as a successful works machine. Talking of which, the 1985 season delivered more success. Three Prodrive crews vied for the European Rally Championship, marked by Billy Colman and Bernard Begun at the wheel, with Saeed Al Hajri driving as an ad hoc entry. Although up against the big Group B beasts, these guys managed third and fourth in the Rallye of Corsica, a win in the Circuit of Ireland and second in the French Tour Auto and Alsace. Meanwhile, Al Hajri took the year's Middle Eastern title, as well as finishing fourth on the 1985 Acropolis rally.

And so to chassis twenty-one of, well, twenty-one. This in itself makes the 911 you see before you quite

23
XXVIII TOUR DE CORSE
RALLYE DE FRANCE
PORSCHE

special. Thanks to our friends at Broad Arrow, who recently sold the car at the Chattanooga Auction (we'll come to the money changing hands shortly), we have the story and the stunning photographs to go with it. It should be said, however, this isn't the first time this particular SC RS has appeared in *911 & Porsche World*. It was part of a nine-car SC RS group gathering way back in 2009 at Abbeville Circuit in France. Making a guest appearance from a Swiss Porsche collection, the car looked a little different back then, rolling as it did on red-centred Fuchs wheels and wearing bespoke 911 SC RS decals along its flanks, mirroring the same decal on the rear window.

Describing the SC RS as a 'bitsa' doesn't sound especially complimentary, but the 911 on these pages is absolutely the real deal, complete with full factory and race provenance supported by documentation from Jürgen Barth. Indeed, with only 3,237 miles (5,209 kilometres) and two owners from new, this is probably the most original and unmolested SC RS in existence.

Originally earmarked for South African importer, Lindsay Saker, our star car eventually found a team, landing with Tycho Christian van Dijk, owner of the eponymous van Dijk Racing. Van Dijk prepared the SC RS with subtle Dutch flag-inspired colours, a hood-mounted rally light pod with a bank of Cibies, radio equipment, a roof-mounted antenna and a Jaeger rally computer, all of which still feature today. The Jaeger computer is a real time capsule from the period.

The plan was to campaign the car in a number of European Rally Championship events, but as it turned out, lack of sponsorship meant van Dijk entered just one rally, the Tour de Corse, where he finished a respectable fourteenth overall, making this the first Porsche home. His team's sponsorship plight was highlighted by a plaintive request for *SPONSORS?* applied to the car's bonnet.

So, then. First and last for the SC RS, and the final event of Tycho Christian van Dijk's career, too. Perhaps this is why car and driver formed something of a bond? You see, chassis twenty-one was kept by van Dijk until 2004, during which time it was used sparingly on the road and remained, as it does today, in near unaltered original state. It's also gone from being generally unknown to being highly collectible, riding the wave of the Porsche market.

After van Dijk, ownership passed to the aforementioned Swiss collector, who added just 143 miles to the odometer, much of them presumably at Abbeville, where we first encountered the car. Hardly surprising, then, when Barth suggested time must have stopped when he noted the Porsche being in such original condition. And it is. Competition cars are usually modified in some way from the get-go, even if just a different steering wheel to suit a driver's preference. This SC RS continues to sport its standard SC three-spoke wheel. The engine and gearbox remain unopened and original, as does the rest of the running gear.

As the saying goes, if know, you know. The market certainly does know, which is why chassis twenty-one sold for a cool two million dollars at Chattanooga, which we suspect is considerably more money than changed hands in 2004. Of course, we're bound to say it would be great if this car's new owner were to use it on historic events, but the world of collectors doesn't necessarily work like that. Still, if you want to see a 911 SC RS being driven properly and on one of the world's toughest rallies, then we heartily recommend you fire up YouTube and take a ride with Roger Albert Clark. ●

Above Broad Arrow recently sold this SC RS for a cool $2mill

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PUFF DADDY

Kevin Astill's smokin' Rothmans-liveried Porsche rally car is a nod to different times. Did Porsche ever build an all-terrain 944? Surprisingly not. This is what could have been. Pass the lighter….

Words **Steve Bennett** Photography **Dan Sherwood**

Astill
Rothmans
PORSCHE
Shell
sunice
PIRELLI
RECARO

Above Early 944s can be bought at low cost and offer a huge amount of bang for your buck

Kevin Astill is clearly a man after my own heart. A child of the 1960s, too, although I'll spare both of us as to our exact ages. Maybe this 'vintage' is why a transaxle Porsche appealed to him before ownership of a 911? Like him, I well remember the arrival of the 924.

THERE NEVER WAS A WORKS RALLY 944, ALTHOUGH YOU'D BE FORGIVEN FOR THINKING THERE WAS, GIVEN THE ROTHMANS LIVERY ON DISPLAY HERE

It seemed super-modern when compared to the air-cooled six-cylinder cars Porsche was known for. Exotic, even, certainly when pitched against the contemporary Ford Capri. Some wags said the 924 was powered by a Volkswagen van engine, but all I knew was this Porsche carried fuel injection and, not long after, was turbocharged. This really was something in the late 1970s and early 1980s.

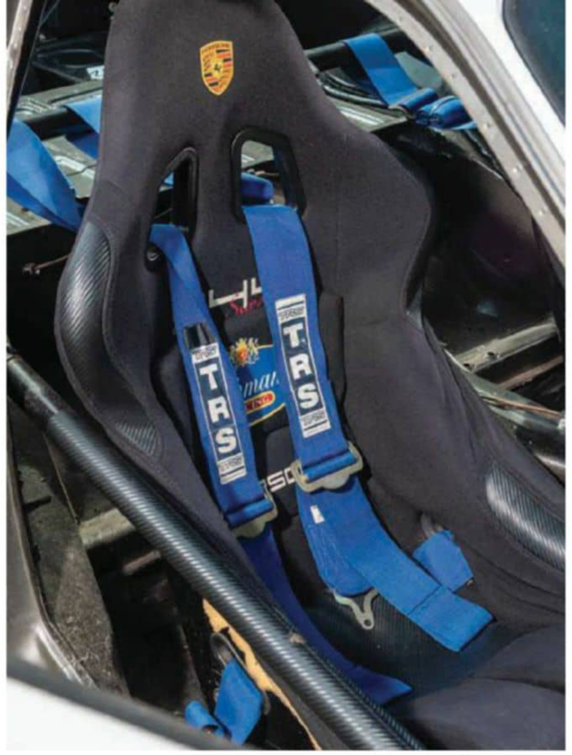
A mate of mine's dad owned a 924 Carrera GT, a story I've told in these pages before. Riding hot-shoe was a defining moment in my understanding of what a fast car really is. Back then, a lightweight sports car chucking out 210bhp felt otherworldly. Indeed, the 924 Carrera GT was pretty much as quick as any Ferrari. Oh, and it looked sensational, with its blistered arches, fat Fuchs and intercooler scoop on the bonnet. That I was eyeballing some sort of homologation special was beyond my understanding in 1980, although I was certainly aware of the wide-bodied 924s at Le Mans. These cars turned my head more than the participating 935s or even Jackie Ickx's second-placed 908. The significance of Jürgen Barth and Manfred Schurti finishing sixth overall in a 924 was lost in the complexities of the class structure. Anyway, I was more concerned about trying to find a small-scale 924 Le Mans racer to add to my model collection.

Kevin owns the real deal: a proper 924 Carrera GT, which will feature in a forthcoming issue of *911 & Porsche World*. We've explored his fleet of cars from Porsche's transaxle family of products in previous editions of this magazine. Back in the October 2024 issue, for example, we showcased his 968 Sport, two 924 Turbos, 924 Le Mans and 924 Carrera GT evocation, leaving the genuine 924 Carrera GT and the 944 Lux road rallyist on these pages, the latter rather appealing to our sense of fun.

My first Porsche was a 944 Lux. I bought it in 2001. Kevin bought a 968 around the same time, his memories of Porsche's front-engined, water-cooled, four-cylinder sports cars stirred by meeting his now wife's father, who owned a 944. "My daily commute took me from Reading to Nottingham," he told us back in October. "I reasoned a 924 would be a great tool for the job, but acknowledging the original four-cylinder transaxle is getting on a bit, I ended up buying the 968, which you can argue is the ultimate evolution of the 924. It was a great car, to which I added 150,000 miles to the odometer."

Of course, evolution is exactly that — scratch the surface and the 924 and 968 are essentially the same car separated by two and half decades and a whole lot of development work, which is proof of just how absolutely right the 924 concept was straight out of the box, despite its shared Volkswagen-Porsche parentage, which just like the 914, only served to confuse things and give fodder to 911 die-hards. Y'know, 'not a proper Porsche', all that stuff.

To be fair, Porsche bought into the narrative, which is why it was hell-bent on developing the image of the 924 through racing, leading to arrival of the 944, which resolutely had a Porsche engine, thank you very much.



IGNITION SYSTEM

Above and below The 944 was the most successful Porsche product prior to the arrival of the Boxster, meaning there are loads to choose from and you don't need to be precious about mods

I absolutely loved my 944 Lux. How could I not love my first Porsche? I mean, it's got a lot to answer for. If it wasn't for that car, I probably wouldn't be scribbling here now. Oh, and let's not forget the six further 944s I owned. Just ask Kevin — 924, 944 or 968, they get under yer skin.

From 2001 to 2018, I ran a 944 as pretty much my everyday ride. The first, a 1986 Lux, was black, had 135,000 miles on the clock and was bought from independent Porsche sales specialist, 911 Virgin, for just £3,500. I doted on the car, took it to shows, met up with other owners of transaxle Porsches. Where are they now, I wonder? The last Porsche show I went to, Porsche East, featured no more than ten trannies, including two 928s.

PAINTED PERFECT

The car probably didn't need a respray, but I treated it to one. Unfortunately, it absolutely needed a new engine, but a thousand quid for a replacement unit wasn't too much of a hardship. This Lux was a real head-turner. Turning up to journo jobs in a 944 was never met with anything other than the respect it deserved, especially in the dead of winter, when the car was rolling on winter tyres.

I owned this particular 944 twice. A brief blip saw me pass ownership to a friend for a couple of years, but title returned to me when he became a dad. I subsequently ran the Porsche for another few years, before selling it to a local restaurateur. Worth noting, I owned a Carrera 3.2 by this point in time. My foodie friend kept up the good work and then passed the baton to the barman at our local village pub. That was nearly twenty years ago. He's still in possession of the car, which now boasts 200,000 miles and counting.

My other 944s were all Lux-spec, bar a solitary 944 S. If you're tempted, don't bother. The 190bhp 2.5-litre sixteen-valve inline-four is gutless, especially when compared to the torquey 165bhp 2.5-litre eight-valver, no matter what Porsche's published torque curves might say. The 944 S2 and Turbo are obviously different containers of

INSERT BEFORE FLIGHT

NBZ 1948
Shell
Rothmans
PORSCHE
RECARO

aquatic life, but for me, they didn't equal the simplicity (and entry-level cost) of the Lux for day-to-day driveability.

Favourites included a Zermatt Silver Lux on factory Fuchs and 220,000 miles. I bought it on eBay for a grand and ran it to 250,000 miles, taking in the odd track day along the way. A Guards Red 1983 Lux was a prime example of the early 944, complete with 'cookie cutter' alloys and lack of power steering. The absolute best of my 944s was a 1987 Diamond Blue Metallic Lux with 65,000 miles on the scoreboard. I bought it from Porsche sales indie, Paul Stephens. This car was truly immaculate. Why, then, did I dick around with the engine? Don't ask, but it never ran properly after an ECU and camshaft intervention. As far as 944s are concerned, this was my last hurrah. Don't get me wrong, I'd have another in heartbeat — these are remarkably cheap cars for what they are and ooze 1980s cool.

THE RIGHT RESULTS

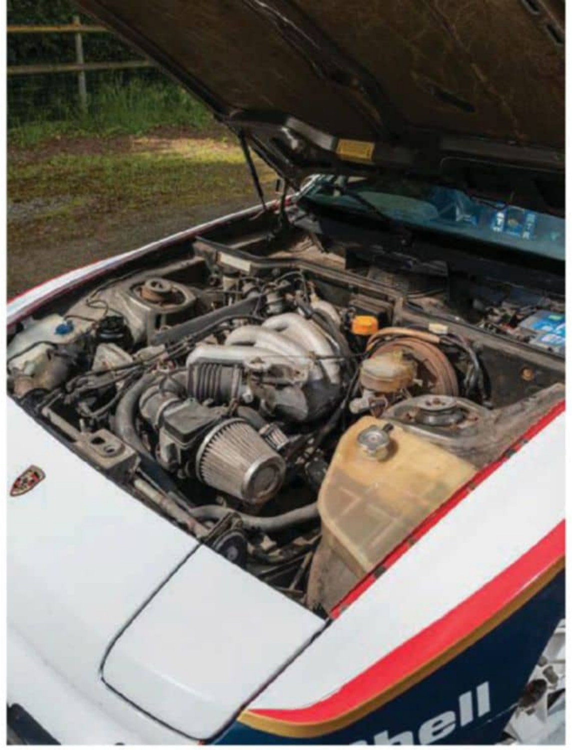
Thankfully, Kevin has had more luck with modifying than I ever did, as witnessed by his 924 Carrera GTS homage, which is a dead ringer for Derek Bell's personally owned Porsche. As Kevin and I chat on the telephone for a quick catch-up, he's on the road sniffing out a replacement KKK turbocharger for his genuine 924 Carrera GT. "Rare as," he tells me. Hopefully, the car will be huffing and puffing at its best when we come to test it in the not-too-distant future. Can I put my name down for that one please, Editor Furr?

Below Kevin has owned many different flavours of Porsche transaxle and has recently acquired a genuine 924 Carrera GT

Time to examine Kevin's wonderful tribute to 1980s rallying. I mean, the fag-company decoration makes it a dead ringer for a works rally 944, does it not? Well, no, actually. You see, there never was a works rally 944, although you'd be forgiven for thinking there was, given the Rothmans livery on display here. We know, it's not big and it's not clever, but those 1980s ciggie sponsorship deals resulted in some of the best race car graphics to date.

Think of the Porsche on these pages, then, as a sample of what could have been. Bizarrely, perhaps, the 944 never really had much of a factory competition career. The 924 did all the heavy lifting to promote the concept. The closest the 944 came was at Le Mans in 1981, when the 924 Carrera GTP acted as a prototype (and to homologate for forthcoming Group B regulations) for the then forthcoming 944. The GTP effectively ran the 944's 2.5-litre, four-cylinder bottom end, but with a sixteen-valve cylinder head and made use of a turbocharger, resulting in close to 420bhp. Driven by Jurgen Barth and Walter Röhrl, the car finished seventh overall, setting the scene nicely for the 944's official launch a few weeks later. Incidentally, overall victory went to Jackie Ickx in a 936, his fifth career win at Circuit de la Sarthe.

Röhrl was, of course, well-known for rallying the 924 in various guises, including Turbo and Carrera GT trim. Truth be told, out of the box, the 944 Lux while a fabulous road car, would have needed some serious homologation work to turn it into a competition car. Perhaps Porsche was waiting for the 944 Turbo? After all, it formed the basis of the 944 Turbo Cup series (the precursor to Carrera Cup), but again, no factory race or rally effort materialised. Instead, Porsche concentrated on resurrecting the 911 in the form of the SC RS, featured elsewhere in this magazine. You can but feel a Group B 944 could have been something else. It was not to be, though.



MULL RALLY
2012

Above and below Smoking might be bad for your health, but cigarette branding looks great on a Porsche motorsport machine

WE'VE ALL TRIED TO BLANK IT, BUT 2020 INTO 2021 WAS COVID TIME, A PERIOD HAUNTING US FOREVERMORE

NBZ 1948
Rothmans
PORSCHE

Kevin did a bit of racing in his 924 Carrera GT replica. Sprinting and hillclimbing, to be precise. Man and machine against the clock, up a hill or on the flat in the hugely popular Porsche Club Great Britain Speed Championship, which features classes for all types of Porsche, from standard to heavily modified. Requirements? A car and a Motorsport UK competition licence, which will set you back a piffling sixty-five quid. "I competed at Prescott and Blyton Park," Kevin reveals. "I really enjoyed these events, which is why I decided to look for a car suitable to run in the 2,500cc-and-under class. I wanted a Porsche already prepared for the task." Ah, hence this rally oriented 944, not that he intended to go rallying with it. "It simply caught my eye. Besides, once stripped-out, a competition car is a competition car, regardless of discipline."

The old smoker was found by Kevin on the Isle of Mull in 2020, which might sound a bit obscure if it weren't for the fact Mull is a hotbed for rally enthusiasts and holds the annual Mull

Rally, which this 944 competed on in 2012, before being retired to terrorise local roads. "I bought it as a non-runner," he recalls. "It kind of spoke to me. I'm based in Lincolnshire and I swiftly delivered the car to Karline Garage in Metheringham." That's husband-and-wife team Karl and Caroline (hence *Karline*), respected in the Porsche competition world for preparing cars for the aforementioned Speed Championship. Transaxle Porsches are something of a speciality.

EXPERT ASSISTANCE

"Karline went through the car, nose to tail, and got it up and running. It's scruffy, but looks great in the Rothmans get-up, which is actually a vinyl wrap. In terms of preparation for competition, it's what *isn't* there that counts. The interior is super-stripped. The fuel and brake lines run through the cabin. Two Recaro buckets are in place, each with TRS harnesses featuring the Porsche and Rothmans logos. An OMP quick-release steering wheel is also fitted, while a six-point roll cage provides safety. Polycarbonate side windows with sliders are a further nod to lightweighting. The wheels are 'cookie cutters' shod with Falken Ziex tyres, while braided brake hoses feed standard calipers and vented discs." As per rally tradition, the handbrake was fly-off, but MOT testers really don't like that kind of thing, which is why Kevin restored standard cable operation.

Getting more power from the standard 2.5-litre eight-valve engine is a fool's errand — just ask this fool. The unit therefore remains standard, as does the gearbox. Enhanced performance comes from weightloss, which is always the best way to start.

With Karline having done the work, there was no stopping Kevin. Ah, but check out that date of purchase. Seem familiar? We've all tried to blank it, but 2020 into 2021 was COVID time, a period haunting us forevermore. "The car was ready and I had my race license, but that was it, really." Momentum stalled. Sadly, by the time 2022 rolled round and racing resumed, Kevin had other priorities. "It's a shame. I kept the car in MOT every year and I put it to good use on local backroad roads. I reckon it would have been competitive. It certainly makes for a great road car, with all that weight stripped out. A bit noisy, though." Bizarrely, the fuel pump was almost as noisy as the near straight-through exhaust. "It gave me an idea of what a competition-ready transaxle Porsche could feel like. It's certainly given me ideas for future builds. And I'm really looking forward to attending a few Porsche Club Great Britain trackdays in my 968 Sport."

Not the 944 Rallyiste? 'Fraid not. Its star clearly shone bright in Kevin's life, but soon after we snapped the car back in October, he sold it to fellow Porsche 924 Owners Club member, Euan Hansen, who reports much interest during a recent jaunt to a round of the British Historic Rally Championship.

It's been great reacquainting with Kevin and shooting the breeze all things transaxle. As ever, these cars deserve far more recognition than they get, but for those that appreciate the brilliance on offer, a transaxle Porsche is a great leftfield sports car. Those that know, know. I'm off to look at the classifieds. ●

Above The car was readied for competition life, but the pandemic put paid to Kevin's plans

RSJ SPORTS CARS
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911 (997) "Turbo S" 3.8 pdk (11 - 2011)
White with black leather
47,000 miles £65,000

911 (991) "GTS" 3.8 pdk (64 - 2015)
White with black leather/alcantara
39,000 miles £65,000

911 (991) "2S" 3.8 pdk (13 - 2013)
GT silver with black leather
33,000 miles £55,000

911 (991) "2S" 3.8 pdk (64 - 2014)
Rhodium silver with black leather
48,000 miles £50,000

911 Carrera (991) 3.4 pdk (64 - 2014)
Basalt black with black leather
50,000 miles £47,000

718 Cayman 2.5 "GTS" pdk (18 - 2018)
Agate grey with black leather/alcantara. 43,000 miles £46,000

911 (991) "2S" 3.8 pdk (61 - 2011)
White with black leather
56,000 miles £45,000

911 (991) 3.8 "S" pdk (12 - 2012)
Black with black leather
61,000 miles £45,000

911 (997) "2S" 3.8 pdk (11 - 2011)
Aqua blue with blue leather
58,000 miles £43,000

911 "4S" 3.8 pdk cab (10 - 2010)
Basalt black with black leather
47,000 miles £43,000

911 (991) "2S" 3.8 pdk (12 - 2012)
Basalt black with black leather
72,000 miles £42,000

911 "4S" 3.8 pdk cab (10 - 2010)
White with black leather
55,000 miles £42,000

Boxster 718 "S" 2.5 pdk (67 - 2017)
Black with black leather
19,000 miles £42,000

718 Cayman 2.0 pdk (67 - 2017)
Carmine red with black leather
19,000 miles £39,000

718 Cayman "S" 2.5 (17 - 2017)
Agate grey with black leather
34,000 miles £38,000

718 Cayman 2.0 pdk (67 - 2018)
Agate grey with black leather
31,000 miles £37,000

718 Cayman 2.0 pdk (66 - 2016)
Sapphire blue with black leather
31,000 miles £36,000

Macan "GTS" 3.0 v6 pdk (67 - 2017)
Basalt black with black leather
37,000 miles £36,000

Boxster 718 2.0 pdk (17 - 2017)
White with black leather
25,000 miles £35,000

Cayman "S" 3.4 pdk (63 - 2013)
Sapphire blue with black leather
49,000 miles £34,000

Cayman "S" 3.4 pdk (63 - 2013)
Red with black leather
43,000 miles £33,000

911 (997) "2S" 3.8 pdk (08 - 2008)
Guards red with black leather
90,000 miles £33,000

Macan "GTS" 3.0 v6 pdk (17 - 2017)
Basalt black with black leather
64,000 miles £32,000

Cayman "S" 3.4 pdk (13 - 2013)
Basalt black with black/sand leather
45,000 miles £32,000

Cayman "S" 3.4 pdk (14 - 2014)
Black with black leather
53,000 miles £31,000

Cayman "S" 3.4 pdk (63 - 2013)
GT Silver with black leather
43,000 miles £31,000

Boxster 3.4 "S" pdk (13 - 2013)
Platinum silver with black leather
50,000 miles £29,000

Cayman 2.9 pdk (62 - 2012)
White with black leather
18,000 miles £28,000

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Facing page 1970 Tour de France Shell Oils livery, as worn by the famous Gerard Larrousse S/T, has been expertly hand-painted and lacquered on Mick's convincing replica

FORWARD THINKING

Based on a two-litre 911 S assembled in late 1966 for the 1967 model year, this eye-popping Porsche was built not only to evoke the look of the 911 S/T campaigned by Gerard Larrousse in the 1970 Tour de France, but also to pack even more of a punch than the iconic motorsport machine...

Words **Dan Furr** Photography **Dan Sherwood**

Backdating has long been *de rigueur* in the classic Porsche scene, so much so taking a late air-cooled 911 and transforming its looks to mirror those of a far earlier example of the model is now big business. Really big business. At the extreme end of the scale, output from brands such as Singer Vehicle Design commands massive money when new and even more at auction, highlighting the imbalance of supply and demand — budget in the region of two million of your hard-earned dosh for a Singer Dynamic and Lightweight Study (DLS), mixing headline-grabbing power, exotic composite materials and other F1-derived technology in a 964 package looking very much like an older 911, albeit one which has been living on a years-long staple diet of steroids.

> WHAT HE HADN'T ANTICIPATED WAS THE OFFER OF RIGHTS TO THE VINTAGE SHELL OILS BRAND

What we don't hear much about anymore is forward-dating. Back when air-cooled Porsches weren't worth what they are today, this practice was commonplace — 911 SCs and Carrera 3.2s in particular were equipped with 964 engines, body kits and interior componentry, the exact opposite of what we see happening in the present. Rarely would any form of forward-dating be applied to a much older 911, which is what makes the car you see on these pages so intriguing — even when the prices of air-cooled Porsches hit rock bottom, an early 911 S in excellent cosmetic and mechanical order remained a valuable asset. Veering from standard specification through personalisation would likely have had detrimental impact on the car's financial worth. Far better to modify a tired 911 from a more numerous later generation. If done correctly, the work might even *improve* the value of the car. And yet, here we have a late 1966 (for the 1967 model year) two-litre 911 S forward-dated to evoke the 2.3-litre 911 S/T driven by Gérard Larrousse in the 1970 XVème Tour de France Automobile. What exactly is a 911 S/T, though?

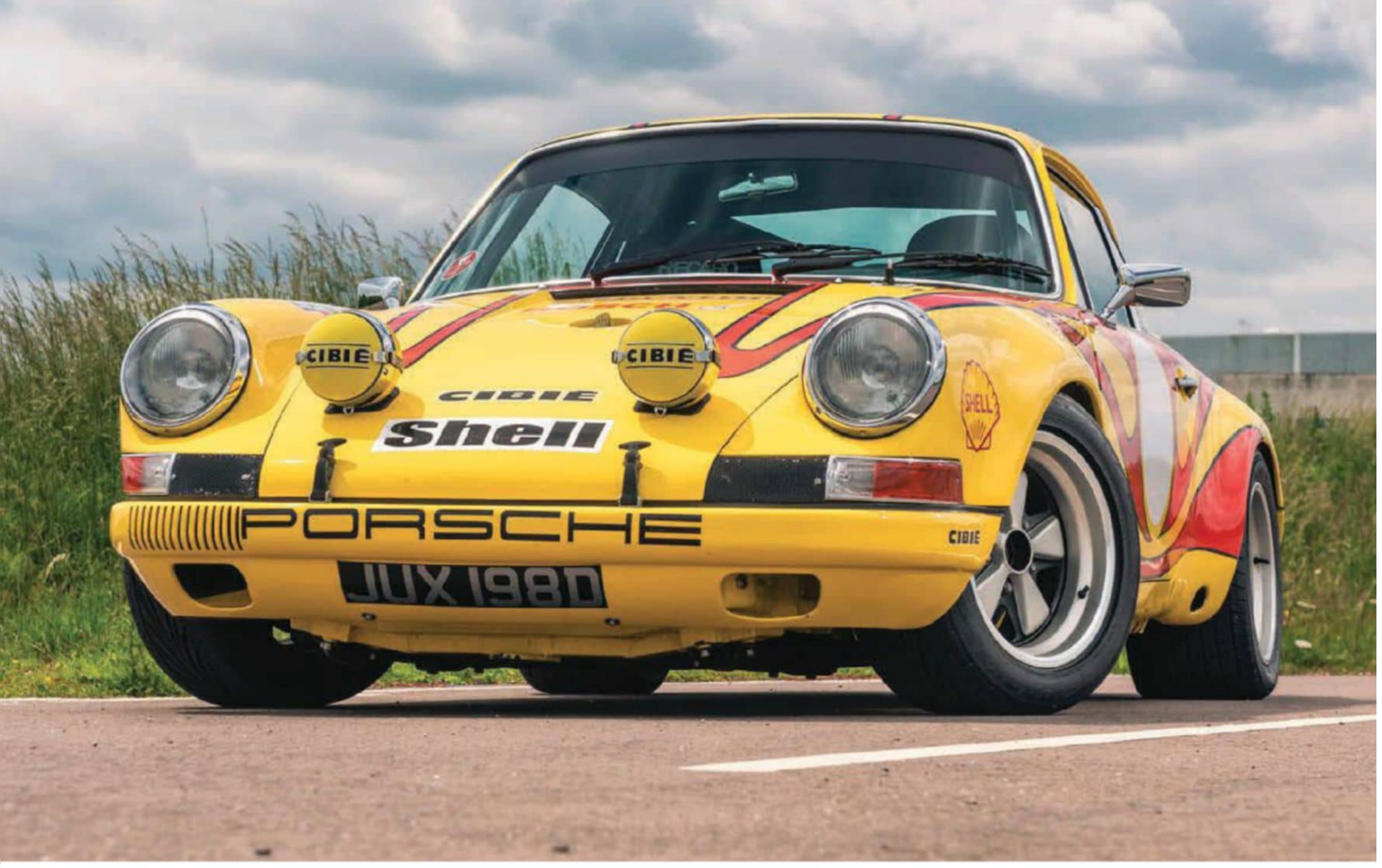
The first factory racing 911 was simply designated R (for *Renn*) and was unveiled in 1967. It was an austere, pared-to-the-bone, hot two-litre coupé with many fibreglass panels and perspex windows. Its successor was the T/R of 1968, quickly followed by the S/T in 1970. Under the direction of Porsche motorsport director, Baron Fritz Huschke von Hanstein, the intention was to run the R in sportscar racing, but homologation rules pitched it in with prototypes. Consequently, in 1968, Porsche created the 911 T/R, a 911 T chassis making use of a 911 S engine and homologated as a Group 3 GT car — still relatively modified, but less so than the R. Somewhere in the region of thirty-six T/Rs were built and campaigned by professional and amateur race and rally teams alike.

For 1970 and 1971, following the FIA's decision to allow big changes to production cars for GT racing, Porsche reasoned a lightweight version of its 2.2-litre S would be the perfect 911 for touring car racing and rallying. Thus, the S/T was born, and though the rally cars retained standard engines, racing versions were initially increased by 52cc, accompanied by a power hike from 180bhp to 240bhp, fired by twin-plug ignition and mated with a 901 transmission and limited-slip differential. Only a handful of 2.3-litre S/Ts were built in race and rally form, with a further twenty-three units of the later 2.5-litre S/T designated as race cars. Like the T/R, the S/T designation was an in-house Porsche amalgam of existing model identifiers: an S engine and the lighter T chassis.

There was far more going on with the S/T than just an increase in swept capacity. Wider wheels and tyres for enhanced grip required flared wheel arches front and rear. The solution was a fascinating mash-up of materials. For example, on the early S/T, the front wings, bonnet and bumpers were made of fibreglass, the rear quarters were steel, while the doors and engine lid were constructed from aluminium. Aside from the windscreen, all windows were acrylic. The rear three-quarter panels, roof and rear seat-pans were made from thinner-than-usual gauge steel, while all extraneous fixtures and fittings were left out, from glovebox lid and ashtray to front and rear lid locks, door and bumper trim strips. There was no sound deadening or floor mats. Even the paint was thinned.

RIM RAIDERS

Apart from a front strut brace, 908/2 brake calipers and a competition fuel tank with a central bonnet filler cap, the running gear was little changed from the stock 911 S. Visually, the most obvious indicator of the S/T's identity is the difference in wheel types — since Fuchs did not yet produce rims boasting nine inches of width, Porsche had to look elsewhere. It found what it



Above Under the auspices of factory styling wizard, Anatole Lapine, Porsche produced some of its most memorable race car body graphics as the 1970s got underway

needed at Minilite. The company's eight-spoke competition wheels, ubiquitous in contemporary touring car racing, were not only available in the desired size, but they were made of sand-cast magnesium, lighter than aluminium.

Looking back at the 24 Hours of Le Mans is an excellent guide for seeing what race cars were on the scene at any particular time. In 1970, four of the eleven 911s running in the daylong French enduro were S/T specification. The 2.3-litre Ecurie Luxembourg entry, sporting the number forty-seven down its flanks and driven by Erwin Kremer and Nick Koob, was the only finisher, placing seventh overall. Meanwhile, as mentioned earlier, an S/T dressed in the psychedelic red-and-yellow livery inspired by the Shell Oils logo was built for Gérard Larrousse to campaign the 1970 XVème Tour de France Automobile. The car finished third overall.

Larrousse encouraged Porsche's engineers to ditch even more weight from the S/T than they already had. As a result of his powers of persuasion (the promise of champagne may have helped), they dropped a scant eight hundred kilos by another twenty. He was leading the event until a clutch complaint on the final day of the tournament saw him drop to third overall. Even so, this particular S/T has gone down in history as the lightest 911 ever built. The following year, however, was arguably the S/T's heyday, when there were nine S/Ts out of eighteen 911s running at Le Mans. Raymond Touroul and Andre Anselme finished sixth overall and first in the GT class driving the ASA Cachia Bundi entry.

RATHER THAN A 2.3-LITRE FLAT-SIX, A TWIN-PLUG, HIGH COMPRESSION THREE-LITRE BOXER MAKES ITSELF KNOWN

S/T specification shifted for 1972. Appendix J permitted only the 911 S's fibreglass front bumper, complete with embryonic airdam, to be used on the competition car. Ahead of the season, a number of 2.5-litre 911 S coupés were built for racing under option M491, bearing the same chassis numbering as the standard 911 S, though for this reason it's not easy to say exactly how many were created at the factory and how many were subsequently fettled to S/T specification by private teams. It's also worth noting it's only retrospectively this group of cars has come to be known as S/T — Porsche management discouraged the identifier at the time, though it was the preferred label within Weissach.

These 1972 S/Ts were fitted with bigger bore (86.7mm x 70.4mm) 2,492cc competition flat-six engines (Type 911/70) and were assigned a special serial number group, coupled with uprated gearboxes with improved cooling and full pressure lubrication. Suspension modifications included new anti-roll bars and harder Bilstein shocks. A half roll-cage was located in the rear of the stripped-out cockpit. Importantly, there were significant differences in panel composition to the earlier S/Ts — except for the front spoiler, the rest of the body panels were fabricated in steel or aluminium, including steel front wings and an aluminium valance between the deleted overriders, adding up to a given weight of 1,025kg. Stylistically, what's intriguing about the S/T is the flaring of the wheel arches and the way the fronts marry up so beautifully with the neighbouring bumper and valance. Then, of course, there's the rather heroic swell of the rear wheel arches.

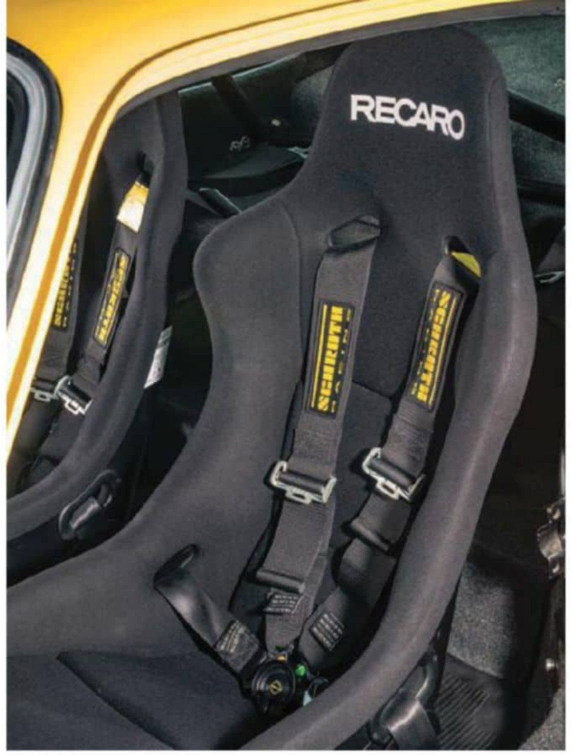
The interior cladding of the M491 cabin was black, with simplified door panelling. Furniture consisted of Recaro bucket seats with leather sides and cloth centre sections, criss-crossed by four-point harnesses anchored from the rear bulkhead. A smaller 380mm four-spoke steering wheel was fitted and lightweight door linings featured thong openers and manual window winders. There's no clock and the rev counter is in the conventional position, rather than being upside-down, racer-style. Obviously, the door pulls pre-date those in the RS.

S/Ts were delivered with Weber carburettors, but could later be specified with Bosch mechanical fuel injection. S/Ts also made use of custom camshafts and pistons, each engine blueprinted with polished intake and exhaust ports, plus the aforementioned twin-spark dual ignition system. In this specification, the 2.5-litre engine developed an impressive 270bhp at 8,000rpm. The S/T was priced at DM49,680 ex-factory, which was getting on for a heady £30,000 in 1972. To put this in perspective, back then, this sum could have bought you a couple of houses.

So, then, to the car we have here. Regular readers will know we've regularly dipped into the extraordinary collection of historic Porsches bought, restored and maintained by Bedfordshire-based marque specialist, Export 56. Whereas the cars we've previously featured have belonged to the company's clients, however, the Larrousse-liveried S/T tribute here is the personal Porsche of Export 56 founder, Mick Pacey. "I bought this car back when you could get hold of a RS 2.7 in Touring specification for thirty-five grand. It was a funny time for Porsches. The air-cooled era of production was over, the water-cooled era was underway. Nobody wanted Carrera 3.2s or 964s and everyone seemed to hate the 996. It was a challenge to make money trading Porsches, demonstrated by the fact there were very few marque specialists around. There was certainly a far lower number of Porsche enthusiasts than there is today, too."

SHELL SHOCKED

Export 56 was one of the few UK-based businesses specialising in the restoration and trading of historic Porsches of provenance. Whether 356 Speedster, original M491 S/T hillclimb machine, 550 Spyder or Carrera RS 2.7, if it was in Britain, there was a strong chance it would be offered to Mick and, most likely, would end up



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Above and below Race car office is ready for the car's next owner and an attack of the track

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SHELL
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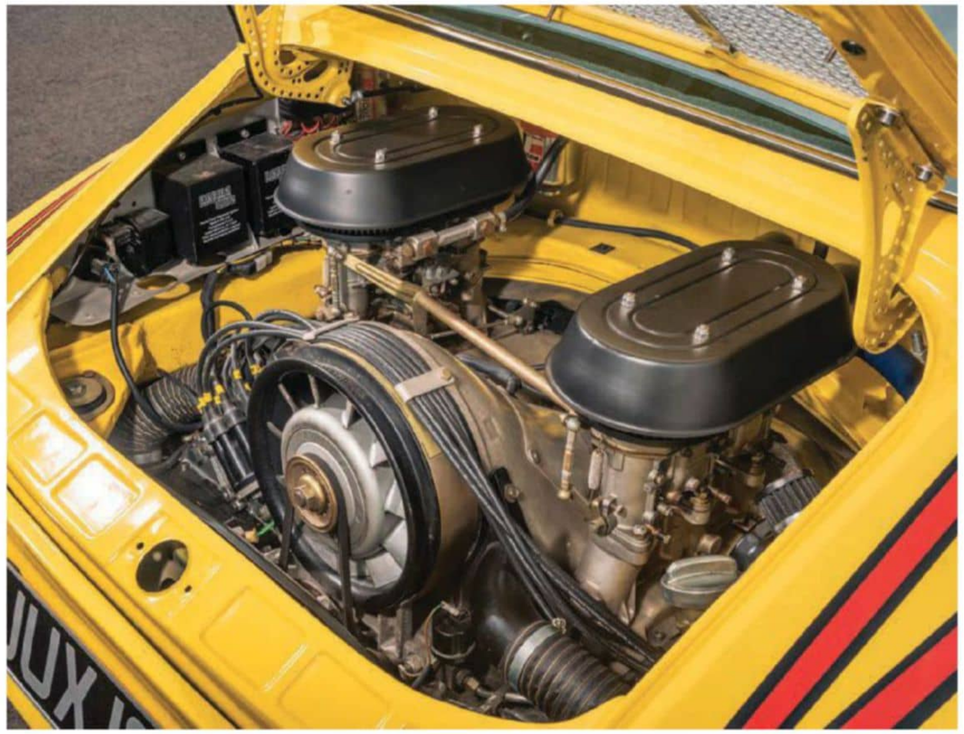
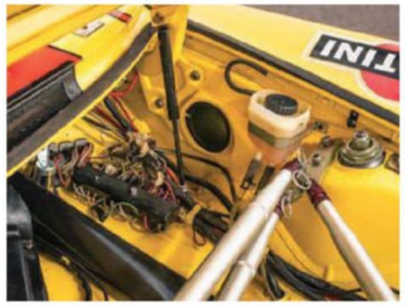
passing through Export 56's workshop doors. What he hadn't anticipated was the offer of rights to the vintage Shell Oils brand. "I was buying matching-numbers right-hand drive cars in need of restoration for six grand and we were lucky to get thirty-five for them once restored. This sounds like big profit until you take into consideration the amount of work involved in restoring old Porsches." A positive effect of the sharp rise in the values of classic Porsches since the Great Recession is the fact restoration budgets for these cars have risen accordingly — no longer is the cost of professionally (and properly) resurrecting a tired air-cooled classic uneconomical.

Recognising restoration of air-cooled Porsches was a tough business to be in, Mick saw real potential to have fun with the Shell Oils brand. "The idea was to travel around Europe promoting Shell Oils products at various motoring events," he continues. "Moreover, I was excited about the opportunity to promote Shell's long and illustrious history with Porsche, often overshadowed by the oil giant's relationship with Ferrari, which is far more well-known, primarily because of the pairing's prominence in Formula One." Indeed, F1 is an arena in which Porsche has experienced little visible brand awareness, even when its role as engine supplier to McLaren during the Woking concern's best years in the sport is taken into consideration. Granted, Porsche entered F1 as a constructor in the early 1960s, but its only success was in the 1962 French Grand Prix, held in Rouen, where works driver, Dan Gurney, took top honours with the Type 804. The eight-cylinder single-seater remained competitive for the rest of the season, but Zuffenhausen's bean counters questioned modest results achieved by the works team's F1 programme when the huge cost of developing its cars was taken into consideration. Consequently, despite a quartet of 804s being built — the last of the four now resides in the Porsche Museum — our favourite marque withdrew from F1 come season end.

"If you think back to the late 1960s and early 1970s," Mick continues, "the vast majority of cars were, well, dull. Beige over plain brown was a popular finish, but in contrast, under the direction of factory stylist, Anatole Lapine, Porsche race car livery was wildly adventurous." He's not wrong. The 1970 24 Hours of Le Mans alone brought us the 'hippie' green-and-purple psychedelic styling of the number-three Martini 917 long-tail, plus the striking tapered white stripes and bold red body of the winning Salzburg 917 short-tail. And, of course, being driven by Larrousse and rally star, Maurice Gelin, was the Shell-sponsored 911 S/T, resplendent in its swirling red stripes over eye-popping yellow paintwork.



Below Two-litre flat-six has made way for a high-output three-litre unit benefiting from a raft of upgrades



Above One of the finest classic 911s we've featured and a car we wish we were in a position to bag for ourselves

THE CHASSIS AND POWERTRAIN ARRANGEMENT MAKE IT OBVIOUS THIS IS A PORSCHE BEGGING TO BE PUNISHED

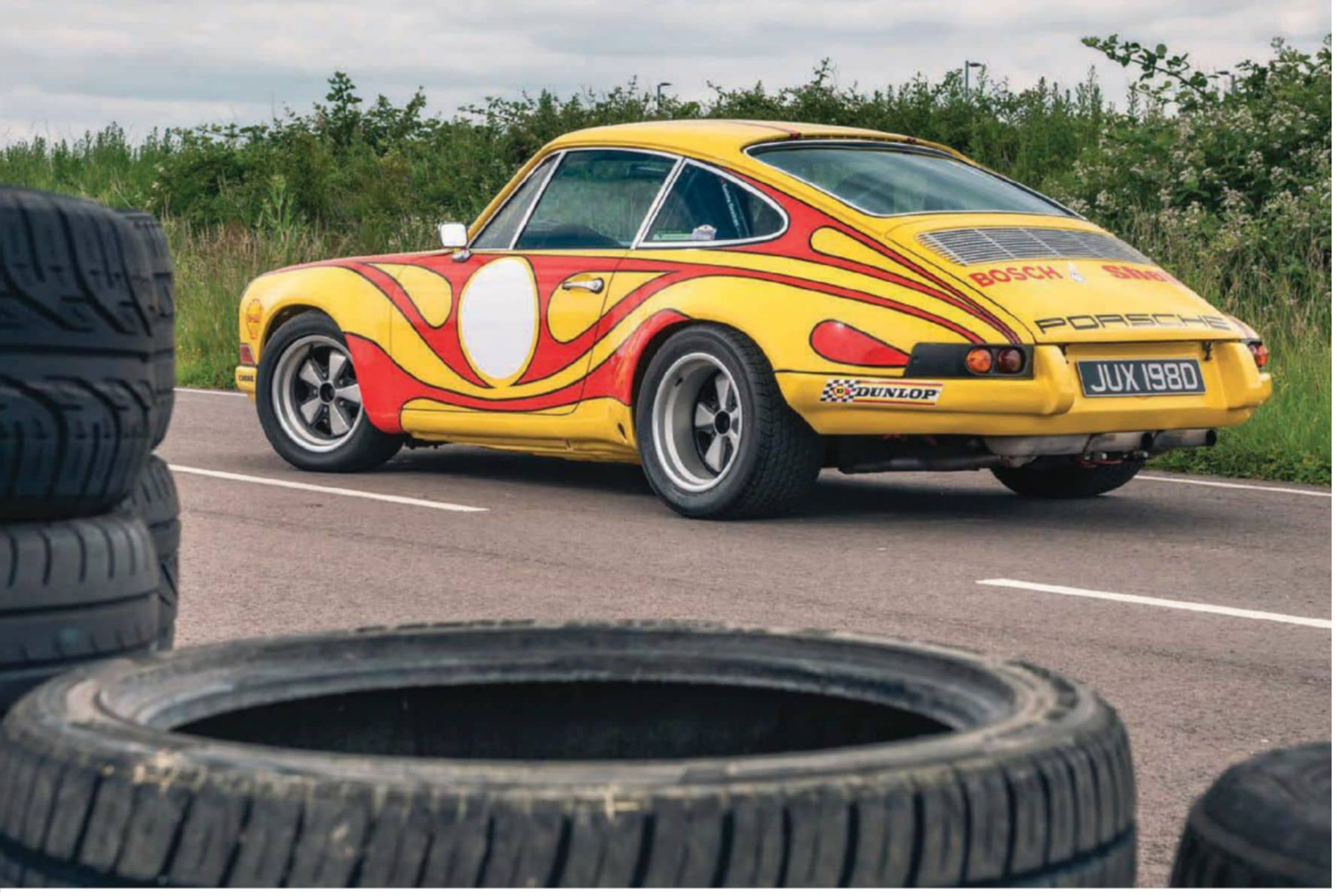
When the car you see on these pages came to Mick's attention, he knew it was the perfect Porsche for his Shell Oils promotional plans. "I was fascinated by the fact the livery is hand-painted and lacquered," he gasps. The exquisite finish is indicative of the standard of the car as a whole, though Mick admits he is unsure why a perfectly good two-litre 911 S was used for the build. "The metalwork is outstanding," he tells us. "The car retains is original main shell, floors, sills and front wings. Obviously, to create the S/T look, the wheel arches have been flared and the bonnet features a cut-out for the fuel filler, which feeds a hundred-litre plastic tank. The doors feature lightweight steel skins, the engine lid is made from the same material and there's an early-style front bumper modified with intake vents for an offside-mounted oil cooler." A plastic S/T rear bumper, horn grille blanking plates, a heated front windscreen and bonnet-mounted Cibie spotlights (complete with protective covers) also contribute to the updated look of this gorgeous 911, as do staggered Fuchs five-leaves, which feature nine inches of width at the rear and deviate from the Larrousse S/T's adoption of Minilites.

Specification becomes more adventurous when Mick's car's mechanicals are inspected. The original two-litre engine is long gone, but rather than a 2.3-litre flat-six residing at the rear, a twin-plug, high-compression three-litre boxer makes itself known. Linked to a 915 gearbox, the engine makes use of Weber forty-millimetre carburettors, 964 camshafts, Mahle pistons (12.5:1 compression), titanium retainers, BS valve springs, a Facet fuel pump, Fram fuel filter, K&N air filters, PermaTune twin electronic ignition, Magnecor ignition leads, a 911 Turbo (930) tensioner with race locks, late-spec valve covers drilled for the lower spark plugs, SSI heat exchangers, a twin race exhaust system (two in, two out) and a fibreglass engine shroud with an amber hue.

The running gear is equally tip-top, featuring a wealth of equipment from Elephant Racing, including hollow anti-roll bars and mounts, a 935-style triangulated strut brace, control arms with polybronzed bearings, quick-change spring plates, twenty-seven-millimetre hollow torsion bars and Von Shocks street-spec coilovers. Helping keep power and handling in check is a set of C12 six-piston brake calipers.

With such improved power, handling and stopping abilities, this car has clearly been built to be used in the spirit of an S/T. The cabin confirms as much, thanks to the appointment of a Safety Devices six-point roll cage, Schroth multi-point safety harnesses, Recaro bucket seats, lightweight carpets, a clock delete and, though not present during our photo shoot, a genuine RS steering wheel (substituted with a MOMO three-spoke in our pictures) and a rev counter reaching all the way to 10,000rpm.

Forget forward-dating to make an older Porsche seem more modern in both looks and performance — what we have here is a wolf in wolf's clothing, not that Mick had any real idea what he wanted to do with the car beyond its presentation duties as a promotional tool for his Shell Oils activities, a high point of which was the 2015 Gumball Rally. "We shut down Regent Street in the heart of London," he smiles. "We



then erected a mock vintage fuel filling station and filled it with old Ferraris, motorcycles associated with the Shell brand and, of course, my 911 S/T evocation. The car was then used as the rally's entry promotional vehicle and made various appearances at high-profile events whenever the Gumball landed in towns and cities in mainland Europe." Archive photographs show the not-so-mellow yellow Porsche strutting its stuff in Dutch football stadiums, as well as at the Goodwood Festival of Speed. The car was even an exhibit at Porsche Experience Centre Silverstone.

While all this was going on, Export 56 commissions were ramping up, meaning beyond Shell Oils promotional duties, Mick was struggling to find time to hop into the driver's seat. "I loaned the car to a client, who promptly entered into a three-day rally in Wales," he laughs. "The Porsche performed brilliantly, but this is really the only action the car has seen since my name appeared on its logbook. I've simply got too many cars and not enough time to drive them all," he sighs, signalling he'd be open to parting with this beautiful 911 should the right offer come his way.

The exacting chassis and powertrain arrangement make it obvious this is a Porsche begging to be punished, but it's the striking livery which commands most attention. "It really speaks so much about what Porsche was doing during a spectacular period in the brand's motorsport history," Mick reasons. "The pace of change from the introduction of the 901 through to the 911 R, T/R, S/T and then onto the Carrera RSR is almost unbelievable. It was a brilliantly creative period at Porsche. Shell was a key sponsor, and would continue be so, albeit more prominently than it was during the late 1960s and early 1970s." One only needs to see the oil company's branding and distinctive livery covering the bodies of the 1987 944 Turbo Cup and same-age 962 C stored in the Porsche Museum for confirmation. And, bringing us bang-up-to-date, Porsche and Shell are continuing their long and fruitful partnership with a network of cross-border high-performance charging points for electric vehicles at various Shell filling stations located along Malaysia's North-South highway, offering drivers of Taycans convenient travel between Singapore, Kuala Lumpar and Penang.

Should you be able to find one today, the cost of acquiring a genuine S/T is in the millions. Even assembling a car like the one you see here will prove hugely expensive, and that's without the purchase price of the donor 911 taken into consideration. Far more cost-efficient to buy an S/T evocation built to a high standard. Finding such a Porsche is easier said than done, though it's the sort of request Export 56 is used to receiving from its client base. For now, at least, Mick knows exactly where to locate one of the best S/T evocations out there. ●

Above This very 911 was star of the 2015 Gumball Rally and was on display at Porsche Experience Centre Silverstone

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Above Road and Race Restorations has restored a variety of classic racers for Porsche Cars GB

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RINSE AND REPEAT

Renowned for its modification, repair and restoration of Porsches in a manufacturer-approved state-of-the-art facility in Manchester, Road and Race Restorations has expanded its offering to incorporate an equally high-tech branch in Cheshire...

Words **Dan Sherwood** Photography **Ade Brannan**

The dreaded second album, often referred to as the 'sophomore slump'. This is a common trend, whereby an artist launches to fame and fortune with a stellar debut piece of work, but then suffers a nosedive — commercially and/or critically — upon the release of their second effort. It's a phenomenon occurring on a regular basis, usually a consequence of the artist moving too far away from their original style, failing to recapture the electric energy of their first success or simply playing it safe and lacking any form of progression. Play it right, and follow-up work can cement your status as one of the greats, solidifying the foundations of a productive and illustrious career. Get it wrong, however, and people will soon be looking elsewhere.

Fortunately, the automotive industry is a little less fickle than the music business — customer expectation from a motoring enterprise remains largely unchanged, year on year. Deliver exceptional-quality work with a welcoming customer service experience, and you're onto a sure-fire recipe for success capable of being duplicated time and again with no diminishing returns.

For race car preparation and premium marque bodywork specialist, Road and Race Restorations (one of few independent repair shops officially recommended by Porsche), a clear case of 'copy and paste' was needed when the decision was made to follow the firm's highly regarded Manchester base of operations with a brand-new facility in Cheshire, but as the firm's Managing Director, Tom Bradshaw, explains, it was an endeavour presenting more than a few risks and challenges. "The decision to launch a new branch of the business was not one we took lightly," he says. "It has taken us thirty-five years to build the excellent reputation we enjoy. To risk it through problems resulting from trying to establish and run a second facility was a concern we took very seriously."

Road and Race Restorations was established in 1988 by Tom's father, John. Years earlier, Bradshaw the Elder's passion for motorsport blossomed into a successful racing career — he competed with a modified Lotus Elan and Europa in the national Modsports Championship. He re-engineered the cars in his garage at home, culminating in construction of a single-seater, in which he won the National Monoposto Championship in 1987. Off the back of this success, Road and Race Restorations was born, initially to answer requests from fellow racers keen for John prepare their cars for the heat of battle.

ROAD AND RACE RESTORATIONS IS MORE THAN CAPABLE OF TACKLING EVEN THE MOST CONVOLUTED OF PORSCHE REPAIRS

The business soon evolved by way of demand for the restoration of classic cars, activity curtailing John's racing activities until 2003, when he bought a 1976 Argo JM1 Formula 3 single-seater. Since then, both John and Tom had dovetailed motorsport with their passion for repairing and restoring cars. Specifically, after winning the 2006 Formula Ford North West Championship at the age of sixteen, Tom went on to compete in Formula Palmer Audi, where he scored more wins than any driver in the history of the series. In 2008, he finished college and joined the family business. A year later, he was selected as the first Carrera Cup Great Britain Junior, which saw him regularly run in the top three of the professional class. More recently, he has won the Silverstone Classic and the European Historic Masters Sports Car Championship in John's personally owned Chevron B19 and is lucky enough to have raced for Porsche Cars Great Britain, partnering with Richard Attwood and Derek Bell in a short-wheelbase 911.

Thirty-five years on, Road and Race Restorations retains its strong links with motorsport, especially in Porsche circles, where the Lancashire outfit has been the recommended repairer for Carrera Cup Great Britain for more than a decade. Since John took a step back from the day-today running of business in December 2023, however, Tom's personal racing projects have had to take a back seat while he gets to grips with not only managing the business as it stands, but also in overseeing plans to take it to the next level.

Over the years, the company has forged a nationwide reputation for the highest levels of customer service, craftsmanship and attention to detail, irrespective of whether the car being worked on is treated to minor accident repair or comprehensive restoration. Proving the point, Road and Race Restorations is a repair centre recommended by many Volkswagen brands, including Porsche and Audi, plus EV manufacturer, Tesla. The latter came at the tail-end of 2024 and necessitated sending Road and Race Restorations technicians to Tilburg in the Netherlands for the appropriate training. OEM-level support is something Tom's team takes advantage of regularly, thereby ensuring the acquisition of always current (no pun intended) skills and knowledge to work on a manufacturer's latest products and with today's cutting-edge technologies.

"Although our technicians are fully trained and are equipped to carry out repairs on cars produced by all of the brands recommending us, around seventy percent of the work we do concerns Porsche products," Tom reveals. "We love working on

Below The newly opened Cheshire branch is as clean as a laboratory and caters for all ages of Porsche sports car

Above It took eighteen months to fill all the available vacancies, such is Tom's demand for only the best staff

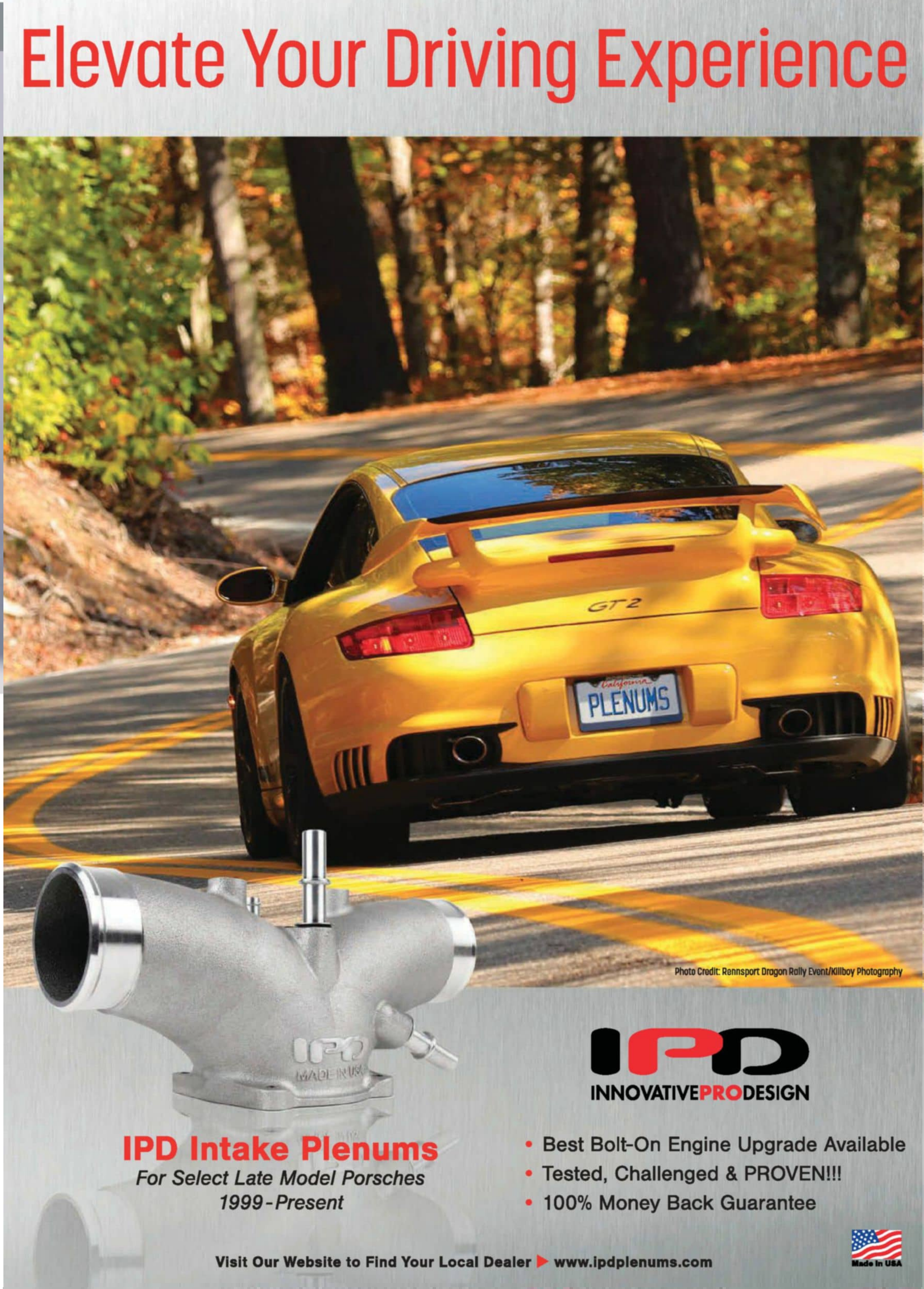
these vehicles, both old and new, not least because Porsche owners are passionate about their cars and know what they're looking at when it comes to assessing attention to detail. Our reputation for getting work right first time is very attractive in an industry heavily populated by volume-repair bodyshops churning out work without care for consistency or meticulousness.”

As demonstrated by the flawless finish achieved by the company's painters, polishers and panel technicians, Tom has surrounded himself with some of the best in the business. “Our workshop staff are trained to the very highest standards and take great pride in the work they do,” he smiles. “Their knowledge is continually expanding, partly a result of regular attendance at Porsche headquarters for additional training. This is important and ensures the brand's recommended repairer programme remains robust.”

EXACTLY THE SAME HIGH LEVEL OF CUSTOMER SERVICE AND THE EXACTING QUALITY OF WORK AS THE MANCHESTER SITE

Indeed, most bodywork repair centres don't possess the necessary experience or specialist knowledge required to work on Porsche products correctly. For this reason, the manufacturer's stamp of approval provides assurance Road and Race Restorations is more than capable of tackling even the most convoluted of Porsche repairs and is well-versed in the intricacies of these uniquely engineered cars. Additionally, Tom's team is qualified to carry out all aluminium chassis repairs on Volkswagen Group vehicles, including the Audi R8, as well as numerous high-voltage EV applications, such as the Taycan.

“The boom in popularity of EVs has coincided with a corresponding increase in required repair work,” Tom explains. “Not only are there more EVs on the road, equating to more EVs involved in accidents, but the way the power is delivered in an EV, where maximum torque is available from zero revs, catches many drivers unaware.” Tom tells us of the spike in requested repair work from drivers new to EVs, where inadvertent over-exuberance on the go-pedal results in a glut of front-end damage. “Also, there is a relatively new set of stringent rules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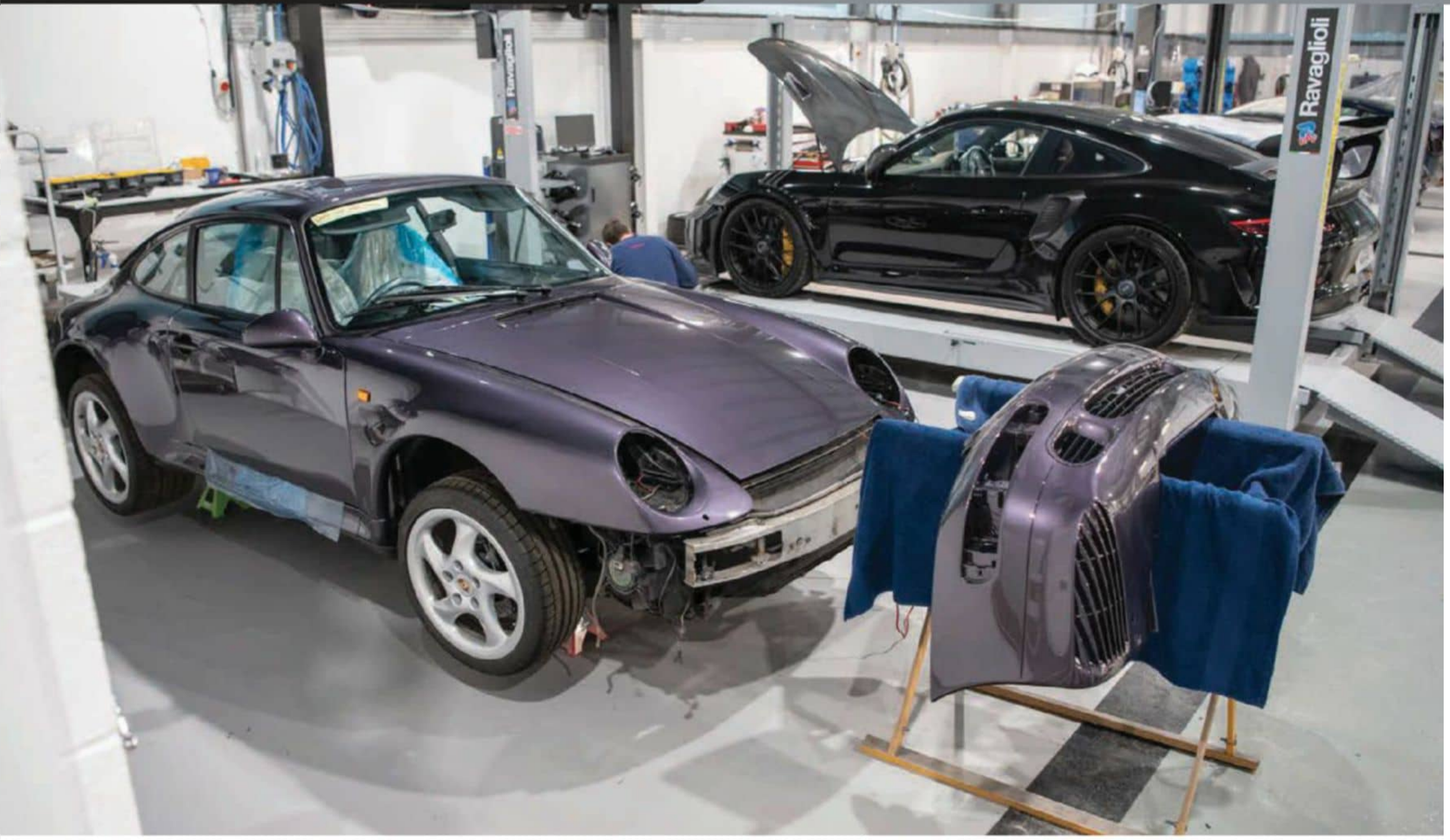

Above In addition to accident repairs, the team carries out full restoration of Porsche products, as demonstrated by the resurrection of this gorgeous purple 993

and regulations concerning the repair of EVs. These strict conditions have to be met in order to safely carry out necessary remedial work. Obviously, for us, this represents substantial investment, not limited to the special tools and extensive training needed. For this reason, there is but a handful of specialists certified to work on Porsche EVs beyond the confines of Porsche Centres. It's an aspect of our business we are very proud of and one increasingly in demand as the number of Porsche EVs sold in the UK continues to grow."

This surge in demand for EV repairs forced Tom to reconsider his expansion plans for Road and Race Restorations — the firm's Manchester workshops were beginning to struggle with the sheer volume of work being requested. Something had to give. "As a business, you don't want to be in a position where you are turning away work, but it would be simply unacceptable to lower the customer experience with extended delays or any reduction to the quality of work being completed due to over-stretched staff," he reasons. "I initially considered extending our existing Manchester premises, but while doing so would allow us the space to take on more work, it wouldn't have been the long-term solution I was looking for."

THIS CONSTANT QUEST TO NEVER SETTLE FOR SECOND-BEST IS EVIDENT IN THE FIRM'S CHOICE OF PRODUCTS, INCLUDING PAINT STOCK

Part of the reason Tom was hesitant to launch a second site was the difficulty in securing experienced management staff and highly skilled technicians to work there. Put simply, it was crucial the new premises could deliver exactly the same high level of customer service and the exacting quality of work as the Manchester site. No easy task.

"Overseeing a business such as this is difficult. For the second branch to be able to deliver customer expectation, it really needed its own experienced leader at the helm, someone capable of steering the ship. Serendipitously, around the time we were making plans for a new branch, I received a call from Steve Dickinson."

Steve served as the Road and Race Restorations bodyshop manager until 2012, when he left to pursue a role in paint and bodywork services for Porsche China and Porsche Asia Pacific. This high-level position presented an excellent career opportunity, but after more than a decade on the job, the extensive travel required finally took its toll — he was looking for a job back in the UK.

"It was perfect timing, really," Tom smiles. "Steve is hugely experienced in the automotive bodywork business and knows the values we demand from our employees and partners. We therefore knew, under his guidance, our new venture would be in safe hands." Steve's return to the fold was the catalyst Tom needed to push forward with the proposed second unit. Subsequently, a business plan was prepared and presented to Porsche Cars Great Britain as a means of gaining the same level of manufacturer support and approval as Road and Race Restorations enjoys at its Manchester facility, which has long taken up residence in Little Hulton, an area in Salford, Greater Manchester. The second workshop space was found in Lower Stretton (a village in Cheshire situated approximately twenty-five miles south of Salford). This new location enables easier servicing of client needs in an area known for its many owners of premium sports cars. "We take care of bodywork and paint repairs for six Porsche Centres in the region," Tom reveals. "Broadly speaking, three are in the north of Manchester, three are in the south." Logistically, the Cheshire site is a more straightforward proposition for Porsche Centres and private customers based in this neck of the woods, not limited to Alderley Edge and Warrington.

Above The business is one of the only operations outside the Porsche Centre network qualified to work on and repair the brand's EV cars

The new site occupies a 15,000ft^2 rectangular building, originally used as a farmer's potato barn before being converted to house a business offering secure file storage. "It's a very different space to our Manchester site," Tom smiles, acknowledging the surrounding fields, which serve as home to cows. "The traditional size and shape of the building meant we had greater freedom in its interior design and layout. The end result is a clean and modern commercial environment suiting the high level of automotive repair work the business is recognised for."

DREAM TEAM

Joining Steve at the new facility is Owen 'Oggy' Thomas, one of the most experienced panel beaters working at Road and Race Restorations. "It was crucial to have experienced staff working at the new site," Tom reiterates. "Oggy lives just a few miles away from Lower Stretton, which is why it made sense for him to move sites and support Steve as we continued our recruitment drive. Of course, we had to be careful not to lose all our top talent from our Manchester headquarters. Getting capable staff into the new workshop was a top priority."

It's taken Tom around eighteen months to fill all the vacancies opened up at the Cheshire branch, but by selecting only the very best applicants, he has ensured Road and Race Restorations' enviable reputation remains intact. This constant quest to never settle for second-best is evident in the firm's choice of products, including paint stock, which has shifted to an innovative new paint line not only achieving the very best finish and depth of colour, but a notable increase in

Ravaglioli

speed and efficiency during application. Additionally, the product reduces the environmental impact of repair work.

"Produced by world-leading chemical producer, BASF, Glasurit 100 is an all-new water-based paint system offering a host of benefits, including faster application and processing times, improved coverage and reduced volatile organic compound values, which are up to forty percent below the solvent limit. It is also the only paint line approved by Porsche for use on its cars," Tom confirms. "Glasurit 100 has required significant investment in our facilities, but the savings of up to thirty-five percent in overall process times through faster application, shorter flash-off cycles and considerably lower energy consumption [when compared with other basecoats on the market] means we are already seeing the benefits. Throw in additional savings achieved through reduced basecoat consumption, not to mention the environmental benefits of reduced carbon emissions, and we're confident BASF has set the standard for modern paint finishes."

With accident repairs taking up the lion's share of regular output (accounting for between twelve and fifteen cars each week), it's not until race season starts that the balance begins to weigh heavier on the motorsport side of the equation. "Competitive racing is intense. Few racers will get through a season without requiring some form of cosmetic or even structural repairs to their cars," Tom says, speaking from personal experience. "Obviously, when a racing incident occurs, it's often at much higher speed than you'd experience on the road. For this reason, the necessary repairs can often be extensive, but thanks to our knowledge and experience of rebuilding race cars, we can usually get them back up and running before the next race meeting."

THE FINAL SLICE OF THE PIE MAKING UP THE BUSINESS OFFERING AT BOTH MANCHESTER AND CHESHIRE SITES IS THE RESTORATION OF COVETED CLASSICS

The final slice of the pie making up the business offering at both Manchester and Cheshire sites is the restoration of coveted classics. On the day of our visit to the Cheshire branch, there were numerous air-cooled Porsches in varying stages of the restoration process — we spotted a 356 taken back to a bare shell, a stunning Amethyst Purple 993 in the midst of reassembly, plus a classic RSR replica awaiting the reinstallation of its interior after the appointment of a new steel roof.

"Our restoration services vary from simple paint refreshing through to ground-up rebuilds, where every element is renewed after the shell is taken back to bare metal," Tom explains. "It's this huge variety of work on a wide range of Porsches that makes every day at Road and Race Restorations unique and keeps things interesting for those of us who work here."

Needless to say, with the Cheshire workshop now firing on all cylinders, Tom and his team have successfully cloned the environment and ethos making their Manchester branch one of the country's leading automotive repair and restoration centres. Consequently, they now have not just one, but a pair of aces in their hand. ●

Above Another of the ground-up restorations underway at the Cheshire site

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CAYMAN R TO THE S

Upgrading your 987 Cayman with an R-specification rear anti-roll bar is an easy, cost-effective modification resulting in reduced understeer and sharper handling...

Words and photography **Peter Rosenthal**

1

Understeer can be reduced on any 987 Cayman by installing a larger diameter rear anti-roll bar. The 987 Cayman S uses a 19.8mm rear bar, while the R uses a 20.9mm bar. Installation involves unbolting the old anti-roll bar and fitting the new one (part no 98733370107) with larger diameter R bushes (part no 99633379226). All parts are available from ***www.design911.co.uk****.*

2

With the car supported on axle stands and the rear wheels removed, the task starts with unbolting the 16mm nut on the outer edge. If they can't be removed without resorting to an angle grinder, the job will become more involved (you'll also have to remove the drop links from the struts). If the nuts can be removed, the job shouldn't take more than an hour.

3

If the nuts need chopping off (ooer!), you can quadruple the time this job will take. Sadly, on this 2010 987 Cayman S, the rear drop links were well and truly seized and had to be cut off.

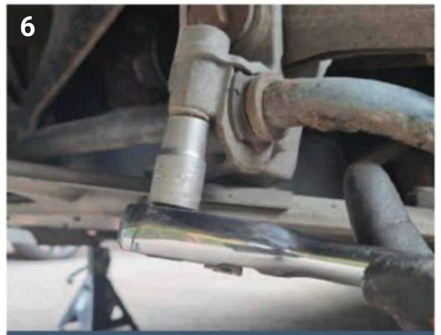
4

If you are unlucky and need to replace the drop links, you'll need to chop off the ball-end of the joint, grind it into a hex shape and then use a combination of an air hammer, an impact gun and possibly even heat to aid removal. These parts almost always seize in the hub. A spare pair of hands will prove useful when tackling this job.

5

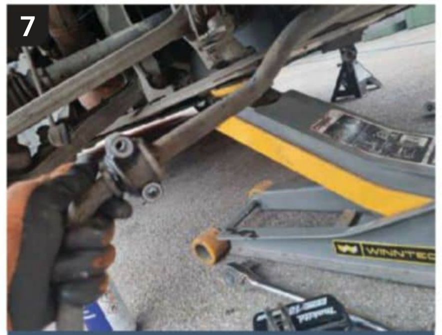
Hopefully, you've had better luck removing the drop link nuts than we did. If so, the rest of the job is a breeze. Soak the anti-roll bar bush brackets in penetrating oil before you tackle them.

6



With a 13mm socket, remove the screws securing the anti-roll bar to the suspension mounting brackets. There are four screws and they shouldn't be seized.

7



With all four bracket bolts removed, you can now wiggle the old anti-roll bar free from the car. Thankfully, the part will come out without the need to remove any other parts.

8

There doesn't seem to be a massive difference between the S and R anti-roll bars, but the latter will give extra sharpness during turn-in. Grease the new bushes and fit them to the new anti-roll bar.

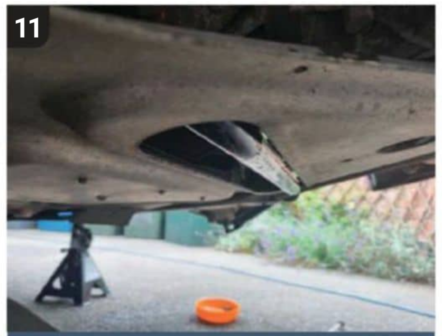
9

The old anti-roll bar brackets simply slide off the old bushes and can be pre-fitted to the new Cayman R bushes. Take care to put the new bushes in the same orientation as the parts you remove.

10

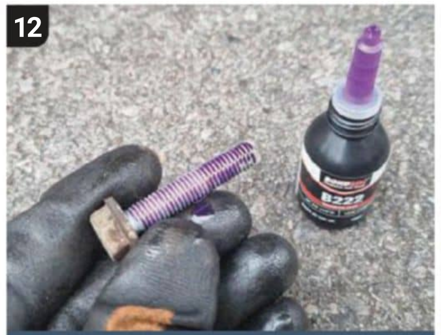
Waggle the new anti-roll bar, bushes and brackets back into place between the gearbox and support bracket.

11



This centre section of the anti-roll bar should be visible in the oval cut out-on the support bracket. If it isn't. you may need to turn the anti-roll bar through 180 degrees until positioning is correct.

12

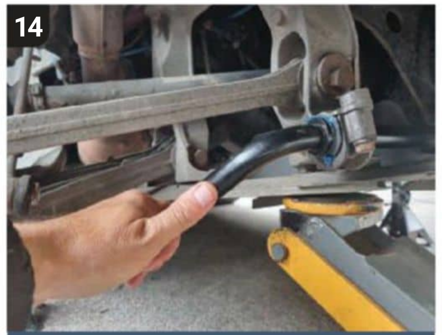


Smear the M8 anti-roll bar support screws with a mild threadlock. This not only stops them working loose, but also prevents corrosion tracking down the threads.

13

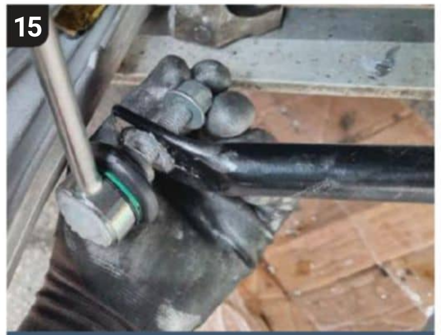
Refit all four anti-roll bar support bracket bolts and tighten them to 17lb-ft (23Nm) with a torque wrench.

14



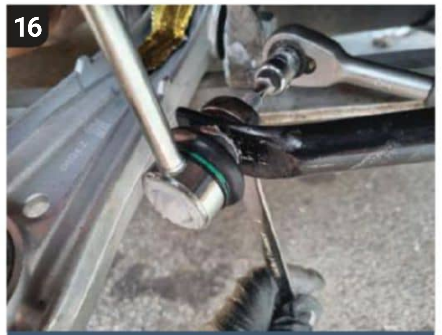
Before reattaching the drop links, check to make sure the anti-roll bar moves freely without any play. It should feel firm, but move smoothly.

15



Refit the anti-roll bar drop links (new ones are shown here) and coat the threads with an anti-seize grease compound.

16



Tighten the nut on the end of the drop link (this one was 18mm, but sizes vary) and stop the end of the thread rotating with a T30 torx bit. Torque to 48lb-ft (65Nm) with your torque wrench. Job done.

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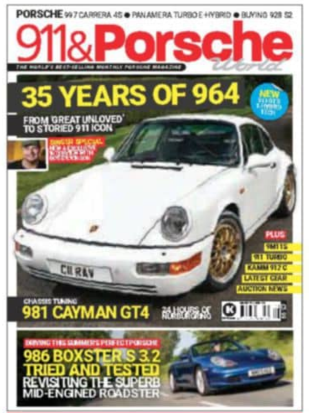

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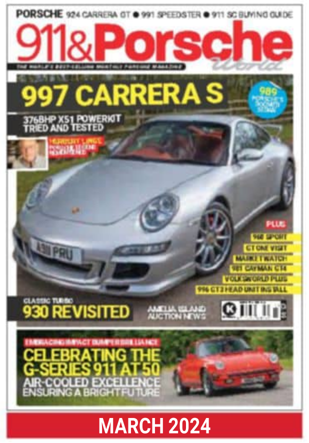

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DAN FURR
997 CARRERA 4S, 944 TURBO

New brake discs, pads and wear sensors, as well as new tyres for my 997 Carrera 4S, which passed its MOT with flying colours. Next up, front and rear dashcams, plus an exterior lighting upgrade.

RICHARD ROBERTS
991 GTS, 968 SPORT, 996 C4S

Will there be an end to the ongoing saga of my 911's various faults? There is light at the end of the tunnel, which is just as well, because I love this 911. If only it wanted to behaved itself.

JOHNNY TIPLER
986 BOXSTER S

I've parted with my 986 Boxster S for a second time. Doctor's orders. Kind of. Speaking of which, the new owner is none other than psychologist Peter Lovatt, known professionally as Doctor Dance.

DAN SHERWOOD
996 GEN II GT3

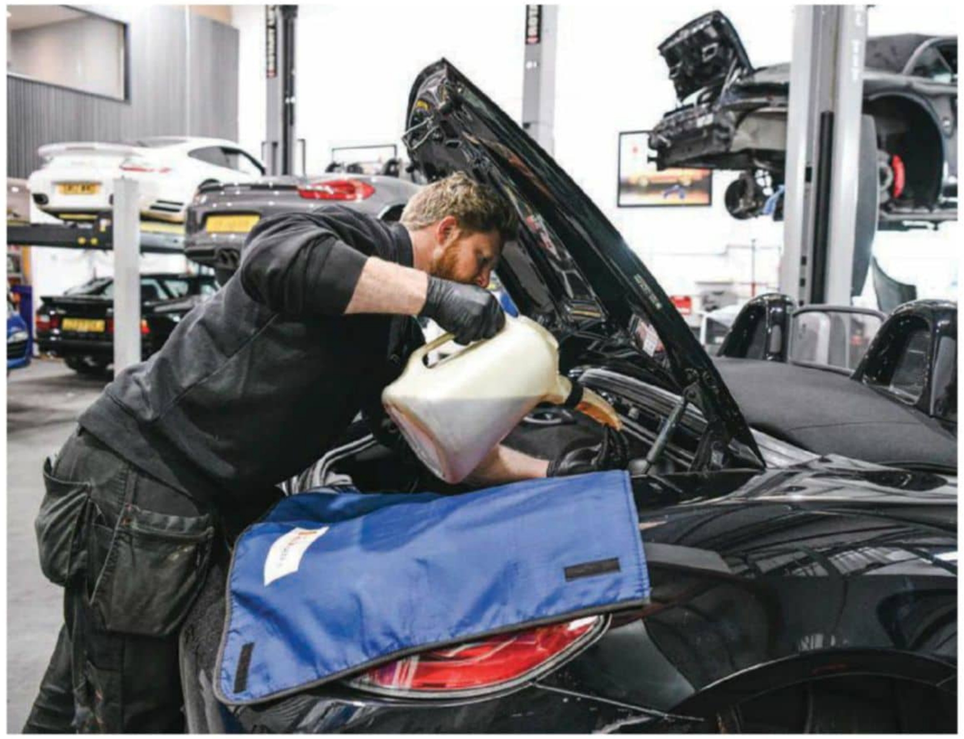
Not much to report this month. My GT3 remains laid up in a warm, dry garage as winter continues to keep the roads dirty and the climate cold and wet. Roll on spring, when I can enjoy the car.

CHRIS WALLBANK
981 BOXSTER GTS AND S

Another out, another in. I've bought a 981 Boxster S, essentially consolidating the best bits of my 981 Cayman GTS and 981 Boxster S into a single sports car. Oh, and I bought a Macan diesel, too.

NEWLY SINGLE

Chris Wallbank blends his 981 Cayman GTS and 981 Boxster S into a single Porsche. Introducing his newly acquired 981 Boxster GTS...



Above Having acquired a 981 Boxster GTS, Chris ferried the Porsche to the workshops of RPM Specialist Cars for inspection and an interim service

After months of searching, I've finally found a suitable replacement for my 981 Boxster S and 981 Cayman GTS: a late 2014 981 Boxster GTS. It hasn't been an easy find, not least because there have been only two or three of these cars on the market in my preferred specification at any one time during the past twelve months or so. Throw in my want for fewer than thirty thousand miles, and you can see why I've had such difficulty.

Success came after I replied to a post on a 981 owners group on Facebook. I mentioned I was on the lookout for a Boxster GTS and received a private message from a fellow member informing me he was thinking of selling his low-mileage Jet Black example, which he told me boasted just two owners from new. The car hadn't yet been advertised, meaning I knew I had to move fast to beat the rush.

On paper, my ideal specification was black or grey paintwork, PDK transmission, low mileage, black leather with red stitching, carbon-fibre trim, twenty-inch Carrera S wheels in black (with silver rim), Alcantara-trimmed gaiters and steering wheel, heated seats, BOSE audio and Porsche Active Suspension Management (PASM, as opposed to the X73 suspension option), on account of the system's brilliant balance of comfort and performance. I considered any other individual equipment a bonus.

The example being offered to me ticked every box, other than the wheels, lack of Alcantara bits and the absence of BOSE, although I was told the car was loaded with Sound Package Plus, which I knew was more than acceptable, having experienced it in my 981 Boxster S. Besides, I reasoned most of the 'missing' bits could be installed pretty easily — the leather steering wheel and gear gaiter could be re-trimmed in Alcantara and the car's Turbo wheels could be easily swapped out for those from a Carrera S.

I was pleased to discover the car made use of cruise control, a rollover bar colour-coded to the exterior, front and rear Park Assist, as well as Power Steering Plus (PSP). Recognising the car had the vast majority of my specification essentials, I went to view it knowing the only issue mechanical issue was a seized Porsche Sport Exhaust (PSE). On inspection, I found a slight dent in the car's offside wing, a few stone chips to the front end and slight lacquer delimitation on the headlights, which is fairly common on early 981s, but entirely fixable, as I'll demonstrate in a forthcoming issue of *911 & Porsche World*.

Other than these minor imperfections, the Boxster seemed to be a very good example of the breed. There was no kerbing to the alloys and the interior trim was unmarked (crucially, with no scratches on the driver's seat leather, a pet hate of mine and common on hardback Sport seats with large bolsters). Pleasingly, the GTS was rolling on Michelin Pilot Sport 4 tyres with good tread remaining. As far as I was concerned, this was another bonus — you may remember I recently replaced the tyres on my 981 Boxster S with a set of PS4s and experienced amazing results.

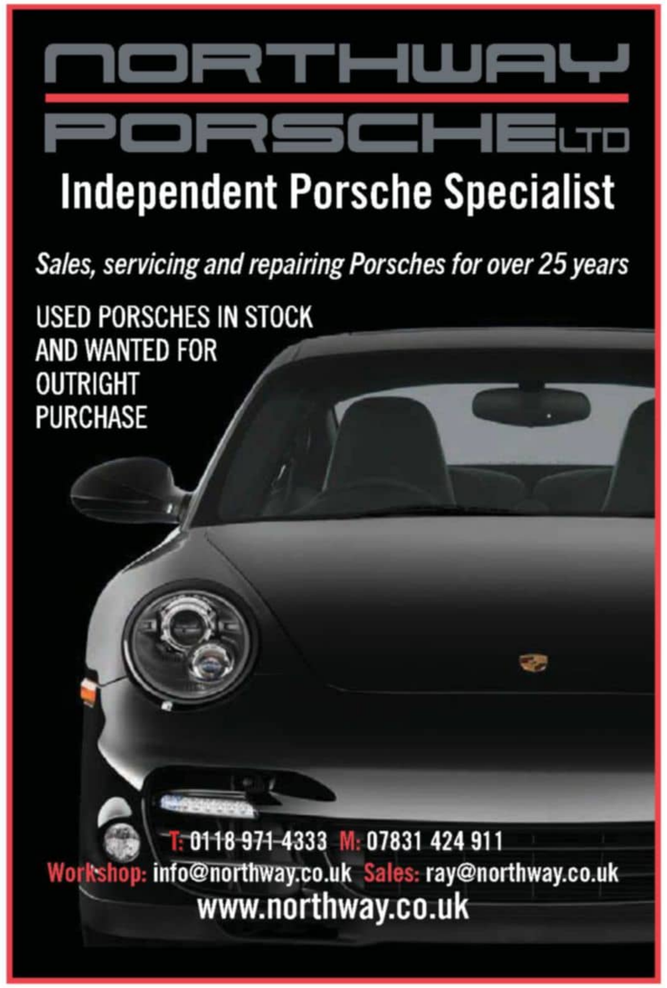
Although the GTS was being offered with fully documented maintenance history, it was due an imminent service. With this in mind, I made a sensible offer, which took into consideration anticipated cost of the work. To my great pleasure, my submission was accepted. The seller and I sealed the deal there and then.

On the drive home, I contacted the team at Knaresborough-based RPM Specialist Cars with a view to getting my new Porsche booked in for a service and multi-point inspection. There's always an element of risk when buying privately, and although I'm fairly well versed in assessing common problems on these cars, it's always good practice to get a newly acquired Porsche inspected by the pros after purchase. In truth, as outlined elsewhere in this magazine, it makes more sense to commission professional evaluation of a car *before* buying it, but you know what I mean.

The drive home presented a slightly odd sensation. At slow speed, the steering was ridiculously light, almost like driving a Fiat 500 in city mode. It was nothing like my 981 Cayman GTS or 981 Boxster S, which surprised me. I wasn't keen on what I was experiencing, which was quite disconcerting. Had I bought a lemon? I queried the drive with Nick Roberts, one of the partners at RPM Specialist Cars. He informed me this was the effect of PSP, but that if I didn't like it, a simple fix would recalibrate the system to standard

Above As was the case with Chris's other 981s, including his dearly departed GT4, Motul fluids are the order of the day

Right Unfortunately, new air-conditioning condensers are required, something Chris didn't spot during his inspection of the car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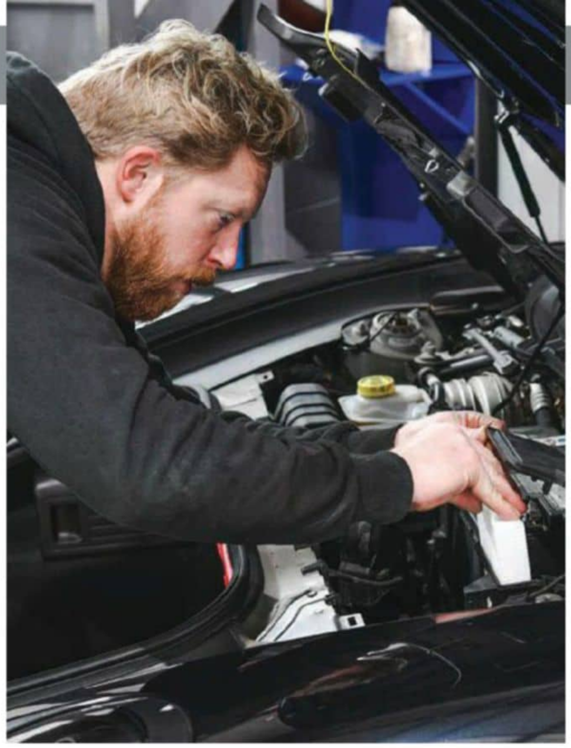

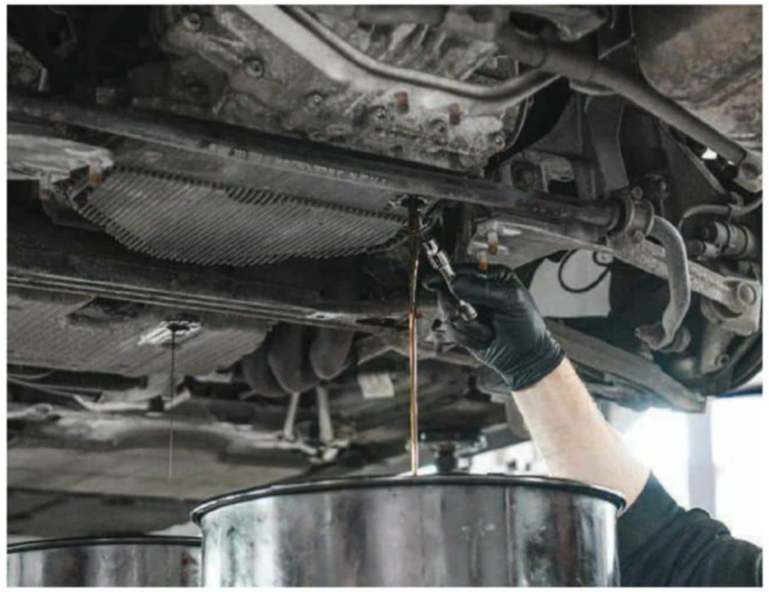

Below Electronically assisted steering system can be reconfigured with the settings of another Porsche, not limited to GT4 and GT3

specification. Moreover, he told me he could apply GT4 or even GT3 steering calibration, if this is something I'd prefer. Recalibrating a Porsche's electronic steering system wasn't something I'd previously considered possible. Interesting.

The following week, I was at RPM's workshops with the GTS, whereupon the car was lifted on a ramp for inspection with technician, Max. He meticulously worked his way around the suspension components and brakes, all of which seemed to be in great condition. There was no corrosion on the brake lines, which is commonplace on early 981s. There was also no play or deterioration in the lower arm bushes. Also, brake pads and discs were less than twenty-five percent worn, which was music to my ears.

Max then checked the air-conditioning condensers. Frustratingly, he found a damp patch right in the corner of one side, meaning a possible leak, which may affect cabin climate, something missed when inspecting the car myself. Max measured the temperature of the air-conditioning through cabin vents with a thermometer and confirmed my fears: new condensers are needed. This is frustrating, considering I've just replaced the condensers on my 981 Boxster S, which I'm selling. Oh, well. A job to attend to before the summer.

Other than duff air-conditioning and the aforementioned seized exhaust valve, Max had no more bad news to deliver. Phew! His findings could have been a lot worse. And, somewhat softening the blow, he managed to free one of the exhaust valves, meaning I have half-PSE, which is something.

On to the minor service. As I've done with my previous Porsches, I decided to go with Motul oils and fluids, having used them in my 981 Cayman GTS and GT4. I was more than happy with the performance of these products — I even saw lower-running oil temperatures in both cars as a result of using Motul lubricants. The engine oil for the GTS is Motul's 8100 X-cess Gen2 in 5W-40, a high-performance, fully synthetic formulation proven to help protect sensitive engine components. Then it was on to the brake fluid. Motul has several offerings for braking systems. Previously, I opted for the company's RBF 600 fluid, which is suited to high-performance vehicles with occasional track use and therefore has a high boiling point. I have no intention of taking my Boxster GTS to a race

Above We're looking forward to the many updated Chris has planned for the car

circuit, however, hence my decision to choose Motul's standard DOT 4 LV (low viscosity) fluid, which is more than suitable for fast-road use.

As with my 981 Cayman GTS, the Boxster GTS is two years away from Porsche's recommended twelve-year gearbox maintenance interval, but as I've touched on before in these pages, a dozen years seems far too long between services. There is certainly no harm in getting the work done two years earlier than Porsche suggests, especially considering I can't be one hundred percent sure how the car was driven previously.

Also, I noticed significantly smoother gear changes after switching to Motul gearbox fluid on my previous 981s. Nick's team used the exactly the same products this time around, namely Motul's high-torque DCTF fluid for the dual-clutch PDK gearbox, and Gear 300 fluid for the differential.

After the service and gearbox recalibration was out of the way, it was over to Max's colleague, Lewis, to look at sorting the PSP complaint I've just talked about. I honestly question why someone would pay for an option providing considerably muted steering feel on such a driver-focused sports car? Surely, you'd want more feedback, not less? Tell me I'm wrong!

As most of you will know, steering on the 981 Boxster/Cayman and 991-generation 911 onward is electrically assisted, but just as Nick suggested, it can be easily reconfigured with specialist diagnostic software. And because the changes are made using factory coding, they can be easily reversed at any point. I'd read about 981 owners installing GT3 steering programmes on their cars, resulting in claimed increased feedback. Tempting, but I have first-hand experience of 981 GT4 steering feel and so opted for this instead. It's a great upgrade for little more than a hundred quid. I might switch between GT4 and GT3 options to see the difference at some point in the not-too-distant future.

I'm looking forward to spring and summer in charge of my beautiful black GTS. I'm also looking forward to sharing many photographs of the car in these pages. As I type, my 981 Boxster S and 981 Cayman GTS (both featured in this magazine many times during my ownership) are about to go up for sale in the new RPM Specialist Cars showroom, located immediately next to the company's main workshop. Keep an eye on the *rpmspecialistcars.co.uk* website or call 01423 865602 if you're in the market for either Porsche. ●

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GROWING PAINS

Richard Roberts tries to remain patient as his 991 Carrera GTS continues to play up and his 968 Sport registers fault the night before a major European road trip...

I've been refreshing my memory on what I wrote last month, which seems like eons ago. My 991 Carrera GTS was waiting to go back to my local Porsche Centre. I signed off with the intention of embarking on the 2,500km Autumn Sun Run in my 968 Sport. Sadly, I didn't make it. The event's route took in Cheshire to Troyes, then on through the Alps, Switzerland, Italy and the finish line in Grenoble, France. Yep, the perfect trip for a mile muncher like the 968 Sport. The car's suspension was fettled and I treated the engine to new plugs, leads, 10w60 high-zinc-content oil and, of course, a fresh oil filter. I also checked the belts and slackened the balance shaft belt slightly. Being as prepared as I always am for this kind of thing (ahem), this was all happening at 10:30pm the night before I was due to set off.

> AT THE TIME OF WRITING, MY 991 IS BACK AT THE DEALERSHIP FOR THE OUTSTANDING WORK TO BE DONE, INCLUDING A TEN-YEAR SERVICE

I pulled onto the main road, put my foot down and immediately realised something was wrong. The car was seriously down on power and it didn't sound right. I assumed I'd put something back together incorrectly or got the plug leads the wrong way around. Back to the workshop.

Inspection suggested nothing was obviously incorrect, encouraging me to reinstall the old ignition leads. Perhaps one of the new leads was faulty? Nope. Same problem. I gave up at 1:30am, put all my tools in my USA-import Fiat 500 Abarth and left the 968 sulking in the corner of the workshop in disgrace. This isn't a Fiat magazine, which is why I'll limit myself to saying the trip was awesome. If you haven't driven to the Alps, then do it. The region offers truly epic roads. Additionally, the Mille Miglia museum was fantastic, Turin was amazing, and even rush hour Milan was enjoyable, albeit simultaneously stressful. My 968 Sport missed the trip of a lifetime.

It was a few weeks before I had a chance to look at the car again. I went through everything. I thought, perhaps, the balance shaft timing was out, but it wasn't. I removed and checked the spark plugs, changed the leads back to the new parts and checked everything was plugged in correctly. No change. I went home and started Googling. As I write this update, I'm considering the fault to be a duff hall sensor, which retards the timing by eight degrees if it fails. Google wisdom, however, suggests the problem is most likely to be the sensor plug, rather than unit itself. Maybe my poking around has messed something up? I've ordered a new plug. Let's see if this sorts the problem. Fingers crossed.

As regular readers will attest, my recent 991 ownership experience hasn't been plain sailing. You may recall the car was waiting to go back to my local Porsche Centre for a few faults to be fixed. I was dealing with the Head of Service, who then left, leaving me in limbo. One sense of humour failure later, the car was in for rear handbrake error, as well as the passenger window dropping a few millimetres (and refusing to go back up) when the driver's door opens and inspection of the already replaced rear-view camera, which sits on a faulty mount. Oh, and then there's the disturbing rattle on hot starts. No courtesy car. It was Abarth time again.

The GTS was returned to me washed and vacuumed, complete with a new handbrake control unit (why can't we just have a cable?) and diagnosis of the rattle being cited as two faulty cam chain tensioners. These and the new camera mount aren't kept in stock, meaning the car would have to be

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Facing page Speed Yellow 968 Sport missed out on a fantastic adventure

Right Parked next to Rich's recently acquired 996 C4S

Above 991 GTS is becoming a staple of Rich's local Porsche Centre workshop

returned for work to be undertaken at a later date. The window mechanism was reset, but the fault persists. This saga has now been going on for more than a year and the level of service I have received has bounced sporadically between 'just about acceptable' and 'absolutely piss poor'. Am I expecting too much from an almost ten-year-old 911, which, I might add, is covered by extended warranty?

Porsche will tell you to "enjoy unlimited driving pleasure, and along with it, a new level of peace of mind, because no matter how often or how far you drive, the Porsche Approved Warranty applies without any mileage limit during the contract term for vehicle age of up to fifteen years." Come on, then, Porsche. Step up and start practicing what you preach!

At the time of writing, my 991 is back at the dealership for the outstanding work to be done, including a ten-year service (£1,100) and a new set of tyres. In fairness, I've had my money's worth out of the rears — I can tell when they're getting low, primarily because it becomes much more interesting to drive the car on damp roundabouts! The fronts, however, had plenty of life left in them, but a screw found its way into the offside tyre, hence a full new set of black circles. Yes, it was an expensive day. Interestingly, however, a full set of tyres for this 911 costs about the same as those worn by a sporty Volvo owned by one of my clients.

I have a boggo 718 Cayman as a courtesy car. It's a two-litre model, flat-four, offering almost 300bhp. There are no optional extras, not even a sports exhaust, but it is a fabulous car. The front and rear boots make it more practical than a 911 and, perhaps unsurprisingly, the handling is excellent. It brings back fond memories of my Lizard Green GT4 (featured in the June 2021 issue of *911 & Porsche World*), but without the noise and instantly provokable oversteer at a dab of the throttle. It did get me to thinking I must give a four-litre 718 Cayman GTS a go at some point. It's the only car I would possibly consider changing the 991 for. Size-wise, the 718 Cayman feels much closer to the 996-generation 911 and makes you realise just how big the 911 is these days. I digress. Hopefully, by the time you read these words, I will have a fixed 968 and a fixed 991 on the road. I'd be dreaming if I thought the 996 could be fixed by then. Then again, watch this space. ●

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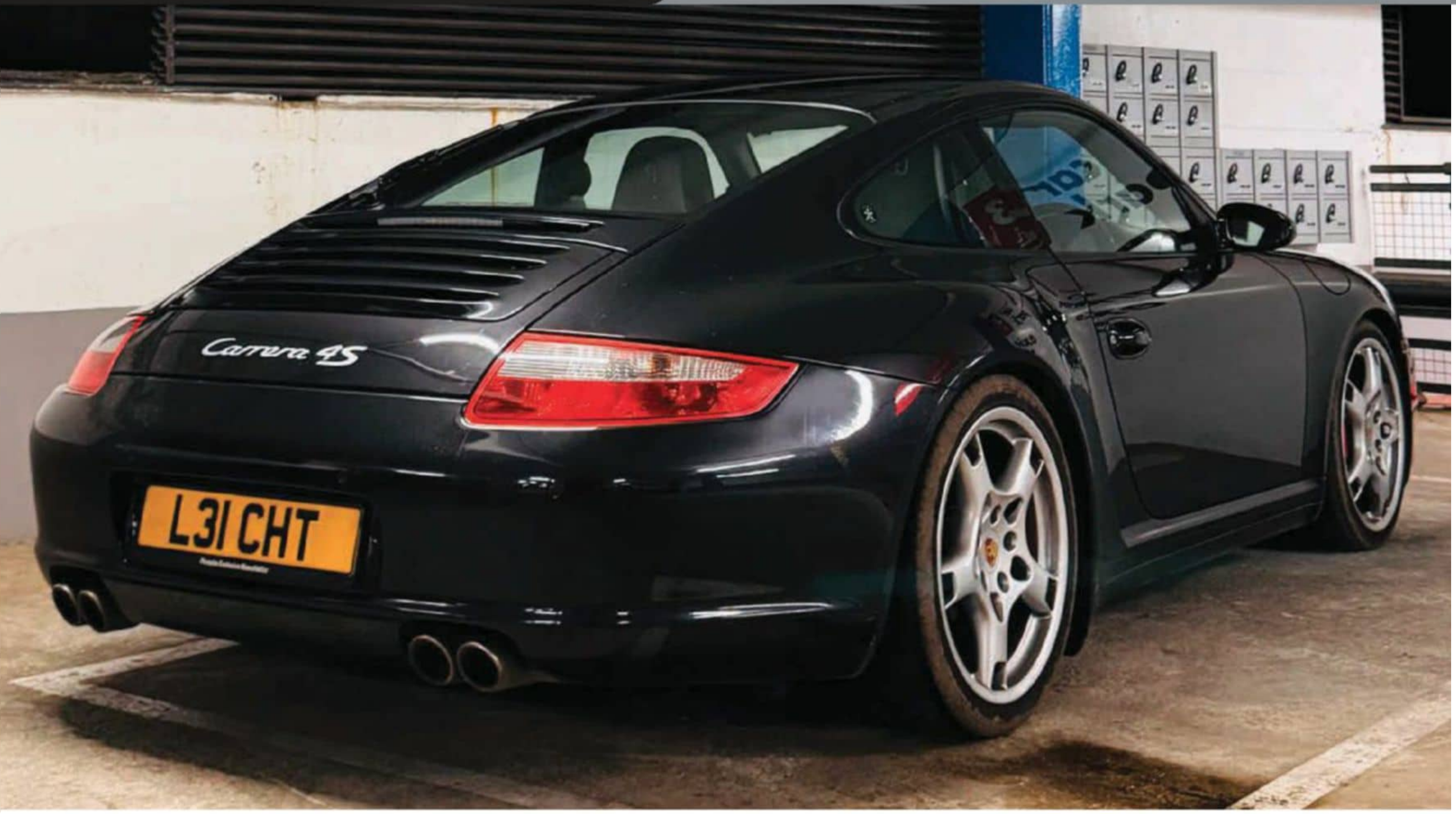

THEM'S THE BRAKES

Dan Furr's 997 Carrera 4S gets new brake discs and pads in advance of its MOT test, but the job proves rather less straightforward than he anticipated...

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FOR DETAILS

Why is it misfortunes always follow one another in quick succession? As far as my car collection is concerned, I have a theory. You see, I've been talking about thinning the fleet for a very long time, but had yet to make significant headway. Granted, my modified classic SAAB 900 S sixteen-valve convertible found a new home (it is now in the personal possession of a trusted Porsche specialist known to readers of this magazine), but for the most part, each of the cars in my fifteen-strong armada knew it was safe, not going anywhere, no chance. They'd heard it all before. Numerous times.

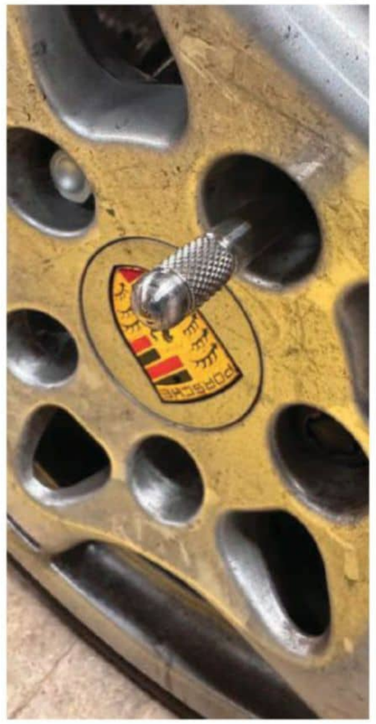
But wait! What's this? My Slate Grey 968 Sport sold to a keen *911 & Porsche World* reader. The unthinkable had happened. Yep, I was actually delivering on my promise to thin the fleet. Suddenly, the future of these cars — tucked up in the warm and enjoying each other's company — was uncertain. There was only one thing for it: they decided to conspire against me.

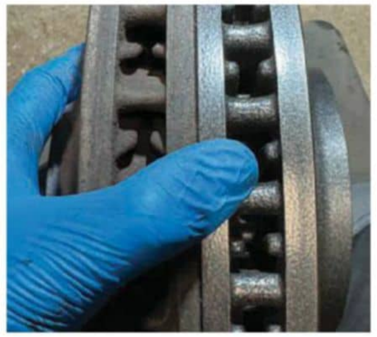
I was already having to contend with *both* my 'regular' cars throwing in the towel. Damper failure on one was swiftly followed by suspected coilpack failure on the other. Simultaneously, the 968 Sport was off to pastures new and my 997 Carrera 4S was out of action due to being in the midst of a new suspension system install, as documented in these pages last month. With my other cars off the road for winter and in need of recommissioning before being put back into service, I was essentially down to one vehicle, which is a ridiculous position to be in, considering how many cars I own. Granted, that one car is a Bentley Arnage T, which is more luxurious than most people's houses, but even so, bitter experience tells me having access to only a single vehicle can make you vulnerable, especially if living in out in the sticks, as I do.

Frustratingly, the aforementioned coilpack failure occurred immediately before I was due to drive to central London. Left with no choice but to take the Bentley (not the easiest car to park in the big smoke), I set sail and wafted my way south. At least my plush luxobarge (incidentally, I also own a Rolls-Royce Silver Shadow II) is professionally equipped with a dual fuel system, allowing me to alternate between Super Unleaded and LPG at the flick of a switch. Take it from me, you really can run a Bentley on Mondeo money. Kind of.

Wind the clock forward to the end of the evening and it was time to head home. Or so I thought. The Bentley's gear selector mechanism refused to acknowledge which gear was, er, selected. It's an automatic, meaning the transmission needs to be in Park before the push-button ignition will activate. No Park, no ignition. Drat.

Above A return to action for the 'lobster claw' alloys, complete with new tyres





Top left Locating tool is handy when dealing with wheels as large and as heavy as those at the back of a Carrera 4S

Top Brembo discs, EBC Yellowstuff pads and a surprise pack of Pig's Ear lager, all acquired through the Design 911 website

Above right Old and new drilled brake discs side-by-side showing differences in their design

Right Spraying the calipers, old discs and pads with brake cleaner before getting busy

Despite it being pitch black and torchlight from my smartphone being my only hope of identifying the fix, I tried in vain to rectify the problem on the spot. I pulled every fuse and even attempted to dismantle the gear selector, but to no avail. It was approaching midnight and I had little choice but to call roadside recovery for assistance. Almost nine hours later (yes, really), an AA low loader turned up. It had been one of the coldest nights of winter, certainly well below freezing temperatures for the duration. I have no idea how I didn't turn into a block of ice during those miserably long hours. Regardless, I was now being welcomed into the warm of the recovery truck's cab and the car was being dragged onto the neighbouring flat-bed. Things were looking up.

Having said this, I was essentially down to zero operational cars. During the slow drive homeward, I arranged to be dropped off at my workshop, with the Bentley continuing to the premises of my preferred marque specialist, where diagnosis and, hopefully, an inexpensive fix could be swiftly achieved. 'Inexpensive' isn't a word I would ordinarily choose to drop into a sentence when describing ownership of a Bentley, despite my previous hinting at impressive fuel economy if an LPG system is at play. I crossed my fingers and hoped for the best.

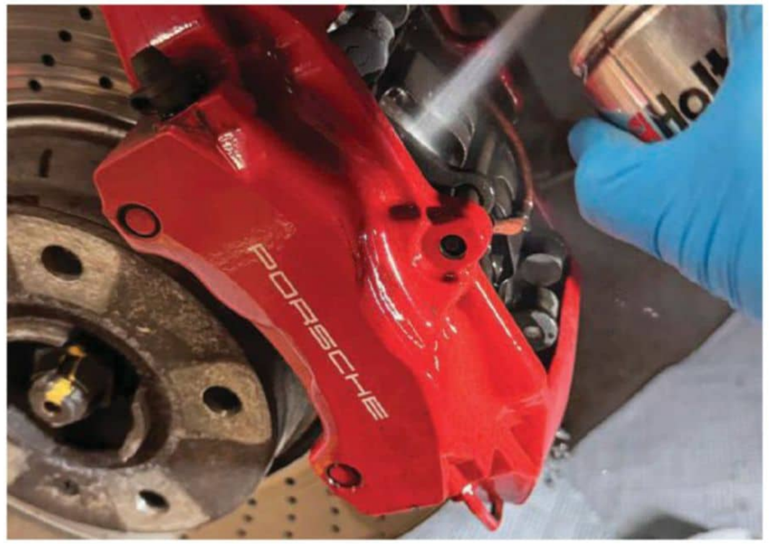
After waving goodbye to the large barge (powered by a 6.75-litre twin-turbocharged V8), I walked into my workshop and pulled the dust sheet from my BMW E31 840Ci Sport Individual. I hadn't driven the car in months, but now was the time to get reacquainted. Considering I'd suffered two vehicle failures in less than twenty-four hours, it was time for the Estoril Blue Bimmer to step up and pull me out of the proverbial dog doo-dah.

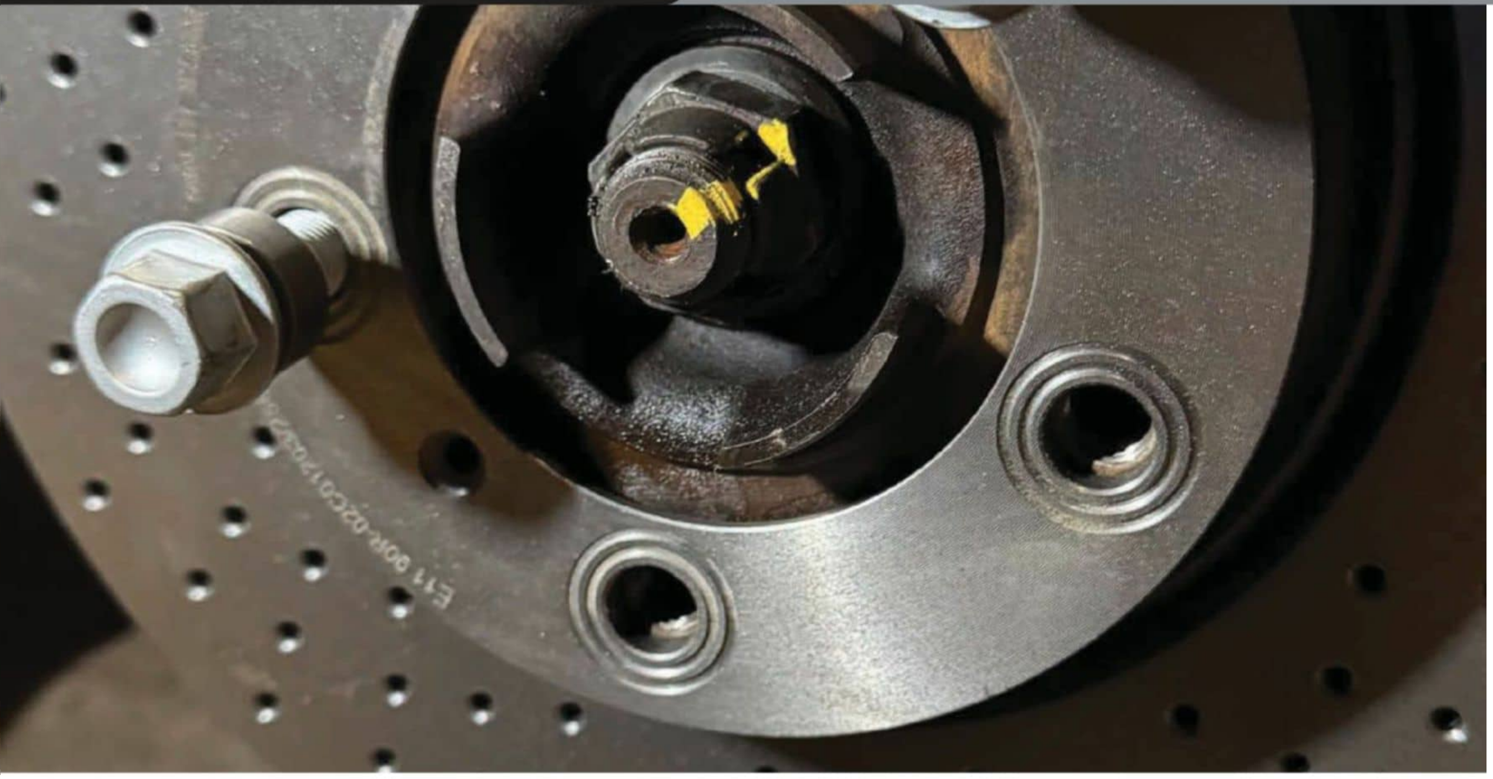
What could possibly go wrong?

How about alternator failure? I couldn't believe it. Having been stranded roadside in London all night, I was now stranded roadside in deepest, darkest Cambridgeshire. Daylight was a thing of the past, meaning operation of headlamps gave the car's battery no chance of survival.

A call home resulted in arrival of the two batteries from my stricken daily drivers. I pushed on as far as I could before power began to fade and I needed to switch units. This was just enough to get me home.

The next day, I received a call from the Bentley specialist, who informed me





the Arnage T's gear selector mechanism failure was simply the result of a blown fuse. I didn't understand. I'd checked all fuses in all three fuse boxes. Three? Turns out, there's a fourth one I didn't know about. Because of course there was. What a tedious experience. For a fuse! The world's most expensive fuse, once an hour's labour for fault diagnosis was taken into consideration. "Was it trimmed in Mulliner-spec quilted leather and made from the finest walnut?" asked *911 & Porsche World* photographer, Dan Sherwood. It might as well have been. Sheesh.

PANIC OVER

At least the Bentley was back in action, allowing me to return the BMW to slumber. Indeed, I drove the 8-series back to my workshop during the day — a fully charged battery was more than up to the challenge of the hour-long drive, providing I didn't have the air-conditioning or lights on. To this end, I didn't use the indicators, just to be on the safe side. In fairness, most other road users don't expect BMW drivers to use their car's indicators, anyway. I'd go as far as saying most BMW drivers don't know their cars are equipped with such devices.

A few days later, the 997 was back with me. With only the Bentley operating as intended, I was anxious to put the Porsche to use, but its annual MOT test was on the horizon and the front brake pads were running low. In my infinite wisdom, I decided to replace the discs, pads and wear sensors front and back prior to booking the car in for its date with destiny.

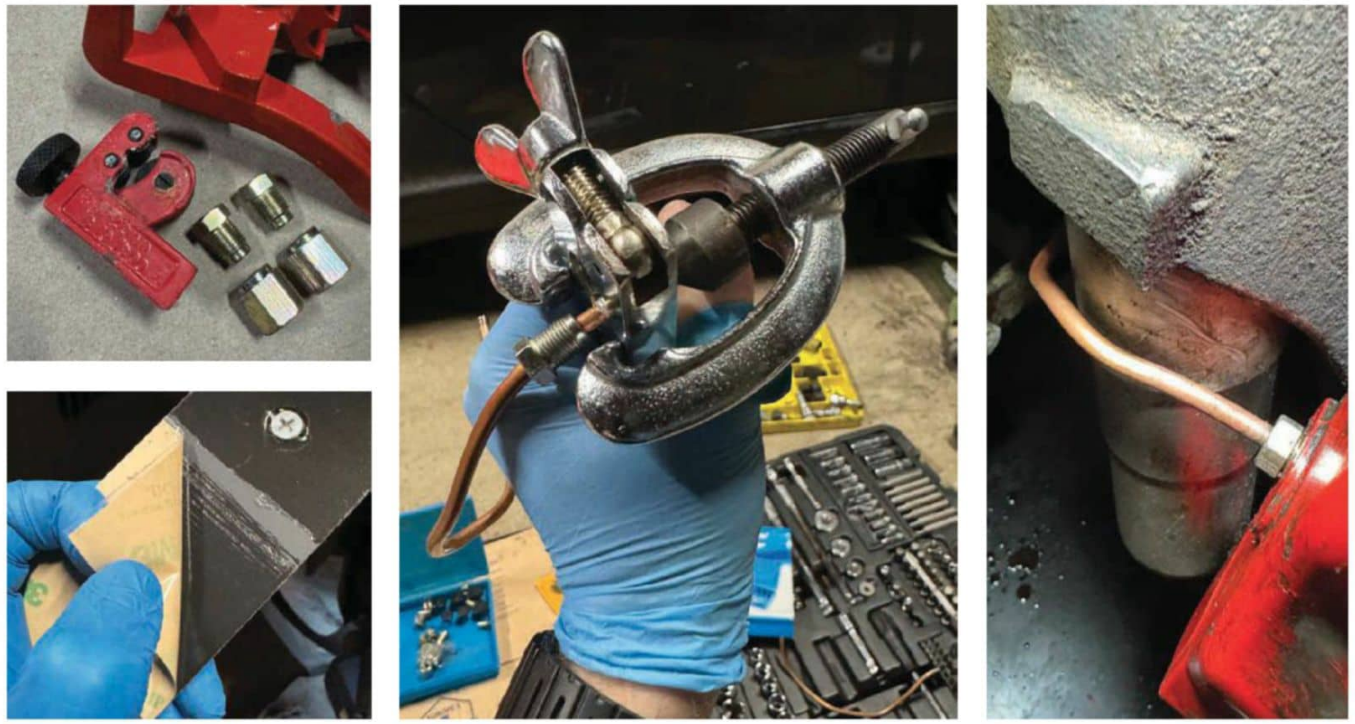
I ordered brand-new Brembo drilled discs, EBC Yellowstuff pads and OE Match wear sensors from independent Porsche parts retailer, Design 911. Those of you with a long memory will remember a news item we ran back in 2023, when Design 911 announced a then new initiative to send five of the company's customers with the highest spend on Brembo braking equipment on an all-inclusive trip to the performance parts manufacturer's headquarters in Bergamo, Italy. Dinner and live entertainment at a swanky hotel were up for grabs. Trust me when I tell you getting covered in dirt at the height of winter isn't quite as glamorous, although I couldn't help but smile at my box of bits carrying the surprise addition of four cans of Pig's Ear, a new Porsche-themed lager developed by Design 911 in collaboration with the London Brewing Company, which has been crafting beers in the capital since 2011. Thanks guys!

I've installed EBC Yellowstuff pads on most of my sports cars. I've found them to offer a superior biting point under fast-road driving conditions, even when cold, but these pads really come into their own when hot, which makes them ideal for occasional trackday use. Manufactured from an aramid fibre-based compound, Yellowstuff pads are super-resistant to heavy braking, heat, and are known to be installed on high-output pursuit vehicles operated by various police forces. Additionally, these are low-dust pads, which is more than can be said for the parts I removed.

When my 997's prototype Motion Control Suspension (MCS) system was being installed, I noted the offside front brake pipe was showing its age. Renewal of the pipe was something I reasoned I'd need to consider in the near future. Unfortunately, movement of the brake caliper when installing the new discs and pads was enough to make the pipe give up the ghost — it burst, spraying brake fluid over the wheel arch lining, before the steady drip, drip, drip of the system attempting to empty itself. Fortunately, I was already in possession of new copper brake pipe and the required unions, as well as a brake pipe bending and flaring kit. There was only one problem: all parts were at my house and I was an hour away at my workshop, which was now home to a stranded 911. Back to a one-car household, then.

Above In addition to the new tyres, discs, pads, wear sensors and brake pipe, Dan installed a brand-new set of wheel bolts, sourced from Spyder Performance

Below Yellowstuff pads, new wear sensors and the supplied shims



Above and right Fashioning a new brake pipe to carefully work its way around the recently installed Motion Control Suspension shock absorber

Below Fresh DOT 4 brake fluid and a bleed of each caliper

Deciding to avoid being left in the lurch, I shelled out for a hire car and went about my business, pressure off. A few days later, I returned to the workshop with my brake pipe kit and fashioned a new pipe using the old one as a template. Creating the desired curvature to route the pipe around the bottom of the new damper without introducing potentially fluid-restricting sharp bends was a challenge, but I'm pleased with the end result, as was the MOT inspector after a flush of brake fluid and the car given up for scrutiny. Fresh ticket, no advisories.

Those of you with a keen eye will note repatriation of the 'lobster claw' wheels I acquired for the car many moons ago. They're wrapped in fresh Goodyear Eagle F1 Supersport R tyres, replacing the getting-on-a-bit rubber attaching itself to the Porsche's Carrera Classic wheels, which will now be refurbished in advance of their welcome return to action in spring.

All's well that ends well, but I really could have done without this series of headaches during a particularly busy work period. And I'm not out of the woods just yet. Though a 997 Carrera 4S and a Bentley Arnage T are, in fact, fantastic high-performance vehicles capable of being used everyday in all driving conditions, I'd quite like to limit the number of miles each car is currently covering. This means I need to finally turn my attention to my stricken 'regular' cars. Well, not so regular, considering they're both Arden Blue Vauxhall Vectra VXRs — one a hatchback, one a wagon — powered by modified turbocharged 2.8-litre V6s. I'm hoping coilpack failure really is all that's wrong with the estate. It is, after all, sitting motionless on my driveway, penning its fallen sibling in my garage.

NEXT CHAPTER

Once these 'need to have' fixes are taken care of, I can turn my attention to the 'nice to have' updates I'm readying for the 911, including front and rear dashcams, upgraded exterior lighting and reconolising of the leather seats. There will also be further suspension development work taking place now MCS knows the specification of parts required to put the kit fitted to my car into production for owners of four-wheel-drive 997s, including Carrera 4, 4S and Turbo models. A busy start to 2025, that's for sure. And I haven't yet mentioned my 944 Turbo.

As for the fate of my fleet as a whole, I'm somewhere between Manic Street Preachers album titles: *Everything Must Go* and *Resistance is Futile*. I'll let you know which car is next for the chop. Y'know, providing it doesn't decide to kill itself first. ●

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Facing page Jack's Boxster was bought as used salvage from auctioneer, Copart

AN INSPECTOR CALLS

Having a professional assessment carried out on your prospective Porsche purchase, or even on your existing Porsche, can reap huge benefits...

Words and photography **Dan Sherwood**

Used. Pre-loved. Second-hand. Whatever you choose to call it, buying a car enjoyed by a previous owner — or owners — can be fraught with pitfalls. After all, not all cars come by way of 'one careful lady owner', no matter what the sales description might lead you to believe. Be it damage, incorrectly fitted parts, bodged repairs, lacklustre maintenance or outstanding finance, you need to be sure the vehicle you are buying hides no gremlins behind the shiny paintwork. Of course, we're not saying all used cars are money pits in waiting, but after buying a house, vehicle acquisition is the second-largest spend the majority of us will face. It therefore pays dividends to exercise due diligence.

THIS DETAILED ANALYSIS WILL HELP TO DETERMINE WHAT PRICE YOU MIGHT BE COMFORTABLE PAYING FOR THE CAR

If you're mechanically minded, scrutinising a car and making accurate assessment regarding its condition (and value) is often something you can accomplish yourself, but when it comes to high-performance premium vehicles, such as those manufactured by Porsche, unless you happen to have decades of experience working with these machines, chances are you'll be better off employing the skills of a specialist inspector to carry out the job on your behalf.

Fifty-five-year-old Nick Giles hails from the Forest of Dean and has made a career inspecting vehicles by putting to use his thirty-five years of main dealer technical expertise, thereby ensuring any car he is presented with gets an accurate and thorough analysis without prejudice or hidden agenda. "I remember being a young child, tipping over my red pedal car and carrying out imaginary repairs using makeshift tools fashioned from sticks in my grandmother's garden," he recalls with a smile. "Not much has changed!"

While his pedal car was replaced by a very long line of real cars, including iconic models from the stables of Alfa Romeo, Jaguar, Mercedes-Benz, Porsche, Maserati and Ferrari, his passion for spinning spanners and getting his hands dirty remained unabated. At the same time, his professional development followed a similar path, working in workshop, parts, sales and warranty roles at main dealers, before eventually landing a role in management. "Having worked in the motor trade for more than three decades, in environments where Porsche sports cars were commonplace, not to mention my personal ownership of a number of Porsches, I have extensive experience in maintaining and repairing these cars, as well as identifying the main problem areas each of them can suffer from. I also have in-depth knowledge of the complexity and cost of replacing or repairing these vehicles, meaning I am ideally placed to offer advice to those thinking about taking the plunge and buying a Porsche to call their own."

At first, Nick's services were limited to his friends and family, but he soon realised his skills would be an asset to a wider audience, hence establishing himself as a professional vehicle inspector for hire.

If you've seen a Porsche you like the look of and want Nick to inspect it, simply get in touch with him (details at *nickgiles-car-inspection.co.uk*) with details of both car and seller — whether private, independent garage or main dealer — and he will contact them to arrange a mutually convenient time to carry out an inspection. Once a date is in the diary, Nick will confirm the price of inspection, which is based on the car's value: £135 for cars listed below £30,000 and £175 for cars priced between £30,000 and £60,000. He charges one-way mileage at fifty pence per mile. When the inspection is complete, he will contact you and run through his findings, highlighting any required remedial work, before providing you with a detailed written report backed up with supporting photographs, where applicable. This detailed analysis will help to determine whether you want to continue with the purchase, and also what price you might be comfortable paying for the car, knowing any identified defects. Then again, you might want to reject the car from your shortlist and move on to a different vehicle altogether.

Nick's services don't stop at the pre-purchase stage — his work can be invaluable, even after you've done the deal. "With the increasing popularity of online vehicle purchasing, where a car is often bought unseen, many dealers offer a small window to either accept or reject the car, even after monies have been exchanged," he explains. "If you are in any doubt as to whether you have made the right choice when purchasing a Porsche, professional inspection can ease your mind by highlighting potential issues after the deal has been done, giving you solid ground for requesting a refund. Alternatively, you could be pleased with the results of inspection, confirming you've bought wisely."

To get a better idea of what goes into

Above Nick worked his way through every inch of the car, commenting on the good standard of Jack's repair work

Nick's work, we followed him through inspection of a recently purchased 986. The Basalt Black Boxster is owned by seventeen-year-old student, Jack Worthington, who bought the Porsche following accident damage it suffered at the hands of a previous owner, leading the two-seater drop-top to be offered through salvage vehicle auction specialist, CoPart, back in July 2024.

USE OF A GARAGE FOR INSPECTION IS A LUXURY — MOST OF NICK'S WORK IS CARRIED OUT ON AN OWNER'S DRIVEWAY OR ON A SELLER'S FORECOURT

“My dad bought the car for me on the proviso I work hard in my exams and achieve the grades I need for university,” Jack tells us. “Also, I had to carry out the necessary repair work myself, a chance to provide me with first-hand experience working on cars and, importantly, learning how to repair them. Once the work was complete, I was shocked to discover the insurance premium I was quoted was actually much less than the cost of cover my friends were paying for lesser-powered, smaller-capacity vehicles, even when declared as a first car.”

The 986's damage was localised to cracked front and rear bumpers, indicating the Boxster may have been in a shunt, likely rear impact pushing the nose of the Porsche into the car in front. Certainly, nothing that couldn't be fixed with a little elbow grease. “I heated the front bumper before pushing it back into shape. I then plastic-welded the cracks before finishing with filler and a fresh coat of paint,” Jack smiles, proud of a job well done. “The rear bumper had a few cracks where the previous owner had used the wrong type of filler. I sanded the area back and re-filled it before painting.”

Bumper grille inserts were missing front and rear, as was the spacesaver spare wheel, the factory toolkit and wind deflectors, which Jack replaced with new OEM items. “The interior also needed work,” he remembers. “Many of the internal plastics were covered in fake Alcantara and looked terrible. I removed the material and cleaned up what I could.” The exhaust, however, was the biggest bugbear. A cheap aftermarket system had been installed by a previous owner, resulting in an awful drone under normal driving conditions. Jack replaced the pipework with a factory system finished with Boxster S tailpipe tips. They not only look the part, but indicate a more civilised-sounding Porsche.

Above Every aspect of the car is graded, with a full written report provided to the buyer or owner after the inspection is complete and a verbal review is offered

Pulling up to the immaculate premises of Cinderford-based Porsche and Volkswagen specialist, Speedwerks, which serves as the location for Nick's inspection of Jack's Boxster, the car looked and sounded spot on. It was therefore interesting to see how it fared when subjected to Nick's eagle eye. “Even though I'm neither buying nor selling this Porsche, I felt inspection was worthwhile to ensure I get an accurate picture of the car's condition and to enable me to plan for unforeseen work,” Jack reasons. “It also gave me an opportunity to find out how my repair handiwork stacks up.”

The inspection started with Nick taking down the registration number and indicated mileage before giving the car a brief wash, a dry and driving it into the workshop to begin inspection. On this occasion, use of a professional garage for inspection is a luxury — most of Nick's work is carried out on an owner's driveway or on a seller's forecourt. Certainly, indoor space helps us to document the process.

BODY POSITIVE

“After a wash of the bodywork, my inspections begin with visual examination of all exterior panels and paintwork,” he says. “I often wipe panels with a cloth and quick detailer before using an inspection lamp to highlight any dents, scratches or underlying defects, such as corrosion. I also run my fingers over the panels, chiefly because this can help detect paint inconsistencies not immediately visible to the eye, such as overspray, repainted panels or poorly filled repairs.”

As expected, Nick spotted the repainted front and rear bumpers on Jack's Boxster, noting their slight ‘orange peel’ texture, highlighting the repairs and the paint blending into the neighbouring wings. Other than a few small dents, scratches and stone chips, however, the general condition of the bodywork was commensurate with the car's age and mileage. “People need to remember, I'm not seeking perfection or trying to pick fault. I'm looking to get an overview of the car's condition to see if it matches claimed history, the age of the vehicle and its mileage, while noting any previous repairs and identifying potential issues arising during the buyer's early period of ownership.

Above Nick confirmed the presence of a recently installed fabric hood

Knowing what is either acceptable or potentially problematic for each particular Porsche comes from decades of hands-on experience.”

This meticulous approach is also applied to the car’s glass and lighting, where Nick checks for instances of cracks, chips, discolouration or water ingress, as well as the condition of rubber seals.

“Many modern car headlights can be costly to replace, which is why it is essential to know they’re working correctly and in good overall condition. This goes for seemingly small parts, such as reflector panels, which on rarer cars can be hard to find if in need of replacement. A damaged rear reflector panel sitting between the rear lights on a 993, for example, can cost more than eight hundred pounds.”

Aside from evidence of slight condensation in the Boxster’s headlights and a few small stone chips on the windscreen, the glass is good. Next up, Nick examined the convertible roof, including the condition of the plastic rear window. Due to its excellent condition, which matched the state of the hood fabric, Nick determined the car had been the recipient of a new retractable roof at some point in the recent past, a real bonus for Jack. “A poor-quality convertible roof can cause many issues, which is why it is essential to make sure a drop-top’s lid is in excellent operating condition and in good cosmetic order,” Nick explains. “Obviously, it needs to be watertight, but it’s also important to ensure drainage holes are clear, thereby ensuring no water ingress into the cabin. This avoids potentially catastrophic electrical problems, as well as development of mould and, of course, corrosion. Thankfully, Jack’s Boxster’s hood has no issues and, due to being a recent addition to the car, has plenty of life left in it.”

NICK CHECKED FOR REPLACEMENT PARTS, FRESH SEALER AND NEW PAINT, WHICH COULD INDICATE HIDDEN CRASH DAMAGE

Wheels and tyres were next on the list. This is an aspect of any car highlighting much about how it has been looked after. Nick pays special attention to whether the tyres are matching (brand and model), the amount of tread depth in each corner, plus the overall condition of the wheels and tyres, noting areas of kerbing, peeling paint, dents or cracks to the alloys, as well as uneven tyre wear.

“It’s also important to check the age of the tyre,” Nick warns. “Even if a tyre looks in good condition with lots of

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Above With decades of main dealer experience under his belt, Nick knows the level of customer service Porsche owners expect

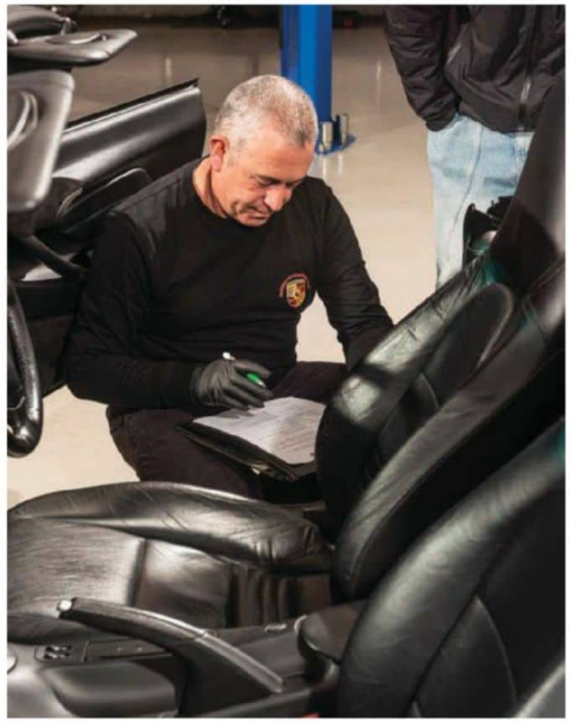
tread left, it won't be offering optimal performance if is very old." Incidentally, a tyre's date stamp can be found on the sidewall, represented by a four-digit number highlighting the year and week of manufacture. This information is provided alongside sizing information, a wear indicator and the tyre's brand and model name, among other details.

WHETHER YOU'RE BUYING OR WANT IN-DEPTH EVALUATION OF YOUR PORSCHE'S CURRENT CONDITION, CALLING ON THE SERVICES OF NICK GILES IS A NO-BRAINER

With the wheels and tyres getting the green light, the Boxster's front and rear luggage compartments were inspected to ensure they have all necessary trims and equipment, such as jack, tool kit and spare wheel. Nick also checked for replacement parts, fresh sealer and new paint, which could indicate hidden crash damage. The engine bay can hide similar issues and was inspected accordingly. The engine itself was inspected for fluid leaks, condition of coilpacks and so on. "On all Porsches, rubber pipes are examined for perishing and the condition of their fasteners, along with visual inspection of electrical items, the exhaust system and transmission," Nick says. "While underneath the car, I also check for corrosion and the condition of brake pipes, fuel lines, coolant pipes and check the driveshafts and their respective boots for splitting or holes."

Jack's Boxster exhibited minor oil residue around the clutch housing, but nothing excessive. Nick suggested simply wiping the area and monitoring the situation in the coming weeks. "Not everything noted in one of my reports should be seen as detrimental," he assures us. "Much of it could be completely normal for the make, model and age of vehicle. For example, I may note the brake pads are showing wear, but they are a consumable item, meaning unless they are brand-new, they are going to show signs of use. It's only worth worrying about if you're going to need to replace them soon after purchase. I note this stuff down because it may be a factor when negotiating the price a buyer is prepared to pay for a Porsche."

After the interior of Jack's 986 was thoroughly checked for signs of water ingress, wear on the car's touchpoints proved to be in keeping with the recorded mileage. Importantly, all electrical items work as they should — Nick plugged-in his laptop and ran a diagnostic software to check for any fault codes or over-rev reports suggesting possible engine damage. With the all-clear given from the ECU, it was time for a test drive.



"Seat time is one of the most important elements of the inspection. It can highlight the kind of problems you will never discover from visual inspection alone. Having more than thirty-five years of experience in how these models should start, idle, drive and handle means it doesn't take long to be able to determine if the car is performing as it should. I can usually identify the root cause of any knocks, rattles or erratic responses, each of which will be noted in my report."

Jack's Boxster performed exactly as Nick expected, with only a slight knocking from the rear passenger side, indicating minor play in an anti-roll bar drop link or lower suspension arm when driving on uneven surfaces. "Jack's Porsche is in good overall condition, with the kind of minor cosmetic defects to be expected from a 986 of this age and mileage. The bodywork repairs he has carried out aren't perfect, but do little to detract from the presentation of the car or hinder its use in any way."

For a seventeen-year old's first foray into the motoring world, this Boxster is an impressive piece of kit Jack can be rightly proud of. "Being a Porsche owner at such as young age is a surreal experience, but one I'm enjoying every day," he beams. "I'm glad the repairs I've completed are all to a good standard. I will look into the issues Nick has mentioned and address them as and when I can. There's still a lot I want to do to this car, which means I've got my work cut out. Luckily, I'm enjoying every minute of Porsche ownership."

Jack's 986 may have gained a clean bill of health, but Nick's clients aren't always so fortunate. "I've inspected Porsches, which, on paper, look perfect, complete with fully stamped service books and lots of documentary evidence of recent work," he says, "but when it came to the inspection, I uncovered a multitude of sins. In most instances, the buyer pulled out. You really do need to be careful before parting with your cash." Stories like these prove just how invaluable a professional inspection can be. Whether you're buying, selling or want in-depth evaluation of your Porsche's current condition, calling on the services of Nick Giles is a no-brainer. ●

Below Jack's to-do list might have grown, but at least there were no major problems to report

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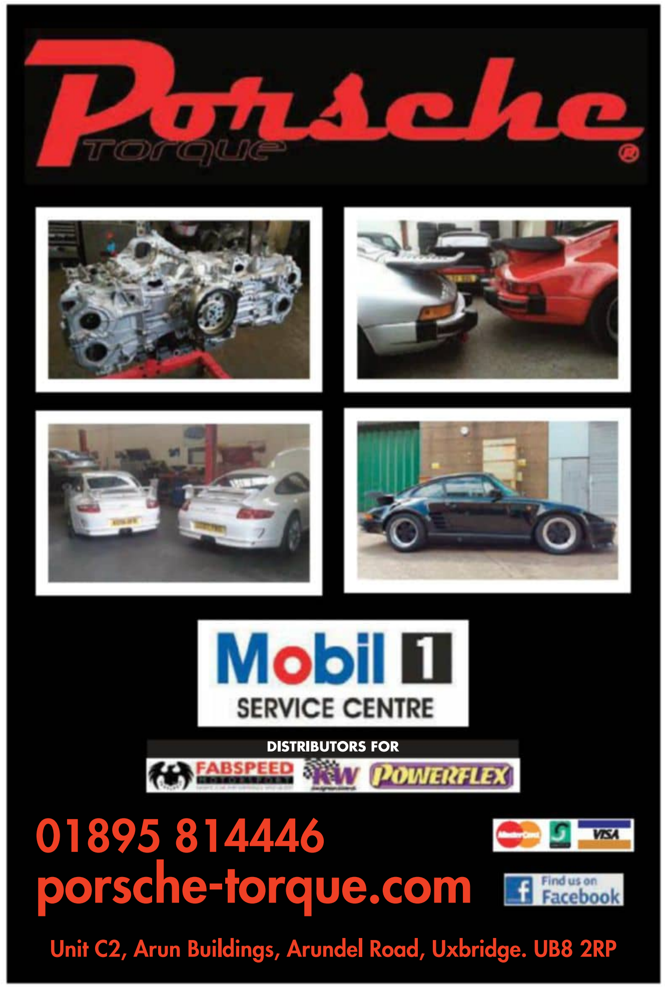
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SIZE MATTERS

Continuing our look at the 4.2-litre 9A1 flat-six developed by celebrated engine remanufacturing specialist, Hartech, for the second-generation 997, we get behind the wheel after revisiting the design and engineering of this 426bhp oversized boxer...

Words **Dan Furr** Photography **Chris Wallbank**

Last month, we documented the background, evolution and engineering of work Bolton-based engine remanufacturing specialist, Hartech, carries out in respect of Porsche's M96 and M97 flat-sixes, as fitted to the 996- and 997-generation 911s, as well as their same-age Boxster and Cayman counterparts. Highlighting the work company founder, Baz Hart, did in the field of engine remanufacturing for many years prior to establishing Hartech, as well as showcasing some of the company's recent innovations, including its patented Eco-Power breakthrough (essentially a way of remanufacturing flat-sixes with the end result of better performance and drivability, whilst significantly reducing emissions), the article generated huge reader response and sparked colourful debate online, not least in 911-focused Facebook groups, where passionate talk regarding the benefits of Hartech's oversized remanufactured flat-sixes took centre stage. Specifically, while there was widespread knowledge the firm can take Porsche's early water-cooled boxers to up to 4.1 litres of displacement, news Baz's team have been working quietly on remanufacturing and oversizing the second-generation 997's 9A1 flat-six came as something of a surprise.

In part, this amazement stems from the fact the 9A1 has long been considered bulletproof by the Porsche enthusiast community. Concerns regarding the durability of the M96 and M97 are widespread, and are largely the reason a 911 powered by one of these engines can be bought at relatively low cost, certainly when compared to the spend demanded of a 9A1-powered Porsche. Take, for example, the cost of acquiring an M97-propelled 997 Carrera S and the additional monies required to slide into ownership of a 9A1-equipped version of the same model. Not so long ago, you'd be expected to pay double for the newer 911. Granted, age of vehicle plays a part in proceedings, but in the main, the reason 9A1-powered 997s have held their value for so long is down to the fact these engines were considered virtually indestructible. The tide, however, is turning.

For the benefit of readers who didn't clap eyes on last month's *911 & Porsche World* article on the topic (order a back issue copy at *bit.ly/issues911pw*), here's a recap.

Twenty-two(ish) years ago, Porsche made the decision to switch from hard-iron coated pistons to plastic-coated parts, which is the primary reason for bore scoring in the original Lokasil cylinders. We've documented this fault many times, suffice to say it's beyond the scope of this article and, frankly, you're probably sick of hearing about it. Fast-forward to arrival of the second-generation 997 and the 987 Boxster/Cayman, and the introduction of the direct injection 9A1 flat-six to replace the outgoing M96/M97 heralded a return to use of Alusil block material, as successfully adopted with iron-coated pistons for production of the 944 and 968. As far as the general public was concerned, bore score on a 911 was now a thing of the past. Was it, though? After all, Porsche had matched Alusil with plastic-coated pistons.

"Initially, and possibly because the engine blocks became closed-deck to support bore ovality, 9A1s seemed to be lasting much longer than the M96 and M97," Baz recalls. "We were bombed-out repairing these earlier water-cooled flat-sixes, meaning we largely ignored the 9A1 until we were

Facing page Wet conditions didn't afford Dan the opportunity to go crazy, but the 4.2-litre unit's capabilities were more than obvious, even on greasy roads

Right Second-generation 997 Carrera S test car is of the manualist persuasion

Above Unassuming-looking 9A1 engine bay hides a punchy 426bhp secret

asked to repair a number of seized examples. It's important to note, these engines weren't suffering bore score. Consequently, we assumed the number of 9A1s in need of remanufacturing would be significantly lower than the volume of M96s and M97s suffering failure, but recognised there would eventually be a need to repair the newer units. Having successfully replaced M96 and M97 bores with our bespoke liners, and with our oversized engines proving more economical than the standard Porsche engines, we decided to begin a research and development programme focused on capacity conversions for the 9A1.”

NOT ONLY BECAUSE OF THE DIFFERENCE IT MAKES TO OUTPUT, BUT ALSO BECAUSE OF AFFORDING ONE-UPMANSHIP IN BRAGGING STAKES

Why, though, is the 9A1 prone to seizing? “The block starts to shrink,” Baz explains. “The cylinders of M96 and M97 flat-sixes are held in place at their middle. This gives them a degree of flexibility. The 9A1, however, is a closed-deck design. At the bottom of the bore is an area of casting where the main bearings sit. This casting takes a while to warm up, even when coolant and oil is piping hot. In other words, the lower part of the 9A1 isn't always as hot as the upper part of the engine. This difference in thermal expansion means the bottom of the bore is effectively being stretched by the top.”

Providing the engine is being used sensibly for a meaningful amount of time, the temperature at the bottom of the engine will eventually match that above, but at a microscopic level, the ‘stretching’ phenomenon Baz describes has the effect of the bottom of the bore being smaller after cooling than the size at which it started. Effectively, the bore is closing in on the piston. This change is encouraged by less than sympathetic driving — hammering a 9A1-powered Porsche from cold, for example, where the bottom of the engine has no chance of catching up with a rapidly toasty top end. The result is a piston bigger in diameter than the bore, hence a seized engine.

“The symptoms look very similar to bore score,” Baz reasons, highlighting how easy it is to misdiagnose the problem. “Don't get me wrong, the 9A1 is a fabulous engine, and it's important to recognise failure rate is low, but then again, the oldest 997 making use of a 9A1 flat-six is only fifteen years old. For a handful of these engines to start registering failure at this late stage is pretty good going, all told.”

We've known about Hartech's 9A1 engine development programme for some time and were eager to take to the wheel of the firm's test vehicles. “The first-generation M96 engines are five-chain units with only two-position variable inlet timing to improve performance,” Baz confirms. “Engines powering the first-generation 997 and its Boxster and Cayman siblings feature infinitely variable inlet camshaft variable timing and valve lift, with two cam lobes per valve set at different cam timings. These engines are much more efficient than their predecessors, which is why we took the decision to develop them into 3.9-litre units and, more recently, 4.1-litre engines, which are even better. For several years, we have been working on increasing thermal efficiency by raising compression ratio, which feeds into our Eco-Power development programme, something of paramount importance for the future survival of the internal combustion engine, not to mention the health of the global population as a whole.”

Back to the 9A1 conversions we're keen to shout about. “The first was BAZ 1981, my personally owned

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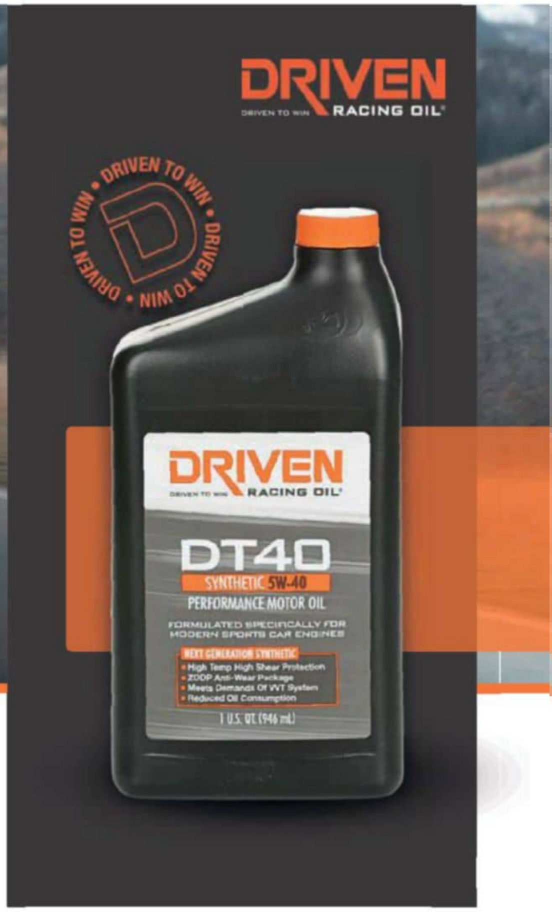

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4.2
Eco-Power

Above Though the engine has been comprehensively reworked, the rest of the car remains completely standard

3.6-litre 997, loaded with PDK semi-automatic transmission," Baz tells us. "We applied a capacity conversion, ultimately resulting in a long-stroke four-litre engine with superb mid-range on part-throttle, but it seemed to hold back at the top end. There was much in the way of restriction with the cylinder heads, which we sorted, but my feeling is this particular conversion will be prohibitively expensive for the vast majority of owners."

BAZ WAS QUITE RIGHT WHEN HE DESCRIBED IT AS "BONKERS FAST", A RESULT OF MORE THAN A HUNDRED PONIES PER LITRE

The problem? Irrespective of whether the M96 or M97 you're in charge of is an early 2.5-litre unit or a late 3.8-litre variant, all examples of this breed make use of the same cylinder heads and therefore the same valves, which offer ample breathing space (pun intended) for capacity conversions. With the 9A1, Porsche shifted the goalposts by dressing the 3.6-litre variant with heads featuring smaller valves than those installed on the 3.8-litre 9A1. The latter is more than capable of accommodating the level of airflow demanded of a four-litre conversion — even a 4.2-litre upgrade — whereas the former is too restricted.

In practice, this means the 3.6 needs to be kitted-out with 3.8 heads, which adds significant cost to the job. Better to start with a 3.8.

"We decided to bite the bullet and build a long-stroke 4.2-litre 9A1 utilising a 3.6 crank," Baz reveals. "This was installed in MF11 BGZ [the 911 on these pages, now BAZ 7249], another of my 997s, a manual. We also built a short-stroke four-litre 9A1 retaining the 3.8-litre engine's crank. This went into EA59 OTH, another PDK-loaded 997." Both engines feature direct-plated blocks with 104mm bores running Capricorn pistons manufactured to Formula One standards. Both boxers started out as 3.8-litre units and therefore make use of 3.8 heads.

"The short-stroke four-litre unit turned out to be far livelier than the long-stroke four-litre 9A1 we built to begin with," Baz says. "In truth, the short-stroke four-litre engine is almost as powerful and as fast as the 4.2-litre unit. It also delivers exceptionally good mid-range torque." The 4.2-litre 997, however, pulls very hard and is very fast indeed. Both engines are extremely flexible and exceed 100bhp per litre (the 4.2, for example, is chucking out a useful 426bhp), and though the short-stroke four-litre is the sweet spot of the three oversized 9A1s we've described in this article, we suspect the additional 200cc will prove popular with many owners, not only because of the tangible difference it makes to engine output, but also because of its promise of affording one-upmanship in bragging stakes.

And not without merit — torque from the 4.2 (stroke increased from 77.5mm to 81.5mm, contributing to 4,170cc) is, in fact, fifteen percent greater than that of a same-age GT3, but reaches this point sixty-six percent lower in the rev band, making for more effective on-road gearing and a more pleasurable drive in normal operating environments. This shouldn't come as a surprise — we've lost track of the number of 997 owners who have told us their Hartech-powered cars often out-accelerate the GT Porsches they come up against at home and abroad.

So, then. To the road. As the owner of an M97-powered 997 Carrera 4S kitted-out with a wealth of updated intake equipment (not restricted to an IPD competition plenum, a GT3 throttle body, a Fabspeed carbon-fibre intake system and ECU software calibration to take advantage of these parts), I know only too well an early water-cooled flat-six can respond brilliantly to carefully considered upgrades. These are, however, bolt-on parts, not a fundamental reworking of the engine. Fortunately, I've had first-hand experience of various Hartech flat-six capacity conversions.

My earliest seat time in a Porsche powered by a Hartech oversized flattie was many years ago, when I was the editor of *GT Porsche* magazine. Baz's team had developed a 3.9-litre conversion for the base 996 Carrera, which I was only too keen to sample. That day, I experienced the same capacity conversion in a 987 Cayman, which positively flew. Wind the clock forward and I've tested pretty much every variety of oversized flat-six to be developed by Hartech, including the 4.1-litre M97 and the more recent long- and short-stroke four-litre 9A1 builds. Right now, however, I'm sitting in a second-generation 997 loaded with a 4.2-litre 9A1. I'm anticipating big things.

From the off, this thing pulls like a train. Baz was quite right when he described it to me as "bonkers fast", a result of more than a hundred ponies per litre. Of course, torque is really what you feel on the road, especially when pulling away and working your way through the lower-to-mid rev range. The aforementioned fifteen percent increase in grunt over a standard same-age GT3 is pronounced, but the fact it is achieved so low in the rev band is

BAZ 7249
www.hartech.org
4.2

Right Stickers aside, there is nothing to suggest anything other than a standard 997 Gen II Carrera S

Above Dan is hoping to revisit this test drive in drier times

really what makes me sit up and take notice. I knew there would be a stack of extra pull, but I wasn't anticipating it to kick in quite as early and to feel anywhere near as arresting. This 911 is an absolute animal.

GRIM CONDITIONS

It's a cold, wet day in Bolton. My accompanying snapper, Chris Wallbank, is drenched from photographing me playing with Hartech's four-litre 9A1 Cabriolet (roof down, his quiff soaked). As we venture out to the open roads and fantastic twisties of the local rural topography, I'm acutely aware the 4.2-litre machine I'm in charge of has the potential to bite back if I lose focus on these greasy roads. For this reason, I'm not punishing the car as much as I'd like, but even with a degree of 'holding back', the remanufactured 9A1 behind me is super-lively, offering amazing throttle response and shoving the host 911 forward in far more animated fashion than I was anticipating.

Slow-moving traffic serves to temper my efforts, which is no bad thing on these wet and sometimes muddy roads — I find myself pushing the car ever harder as confidence grows and I become more familiar with the characteristics of this extraordinary engine. Certainly, I'd love to explore its capabilities in the dry, where I can push on without fear of a wobble. Even here, however, in the midst of winter and in less-than-ideal conditions, the might of this boisterous boxer is apparent.

As intimated, Hartech's short-stroke four-litre 9A1 is the sensible option, offering almost as much power without the complexity of switching from a 3.8 crank to that of a 3.6-litre engine, but many Porschephiles are pre-programmed to think with their heart, not their head. Indeed, the lure of 4.2 litres of swept capacity is something many owners of second-generation 997s will find difficult to resist, especially if they're already considering future-proofing their cars with an engine rebuild. And since when was having fun about being sensible? 9A1 owners, give the Hartech team a call. You know you want to. ●

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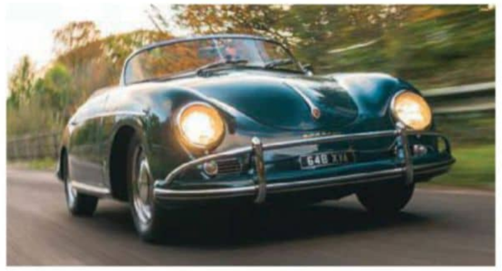
AUCTION NEWS

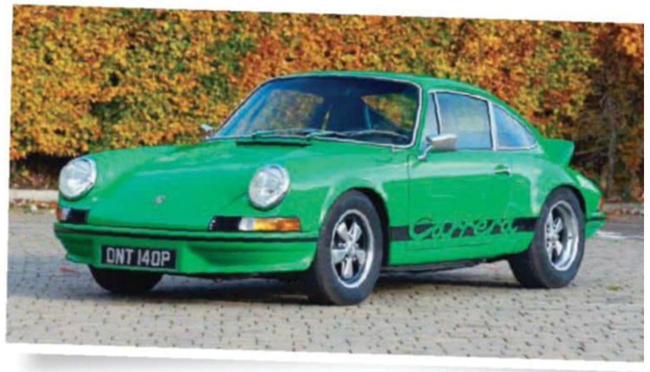
As auction season gets underway, more rare road and race Porsches are being readied for sale, not limited to air-cooled classics and tip-top transaxles...

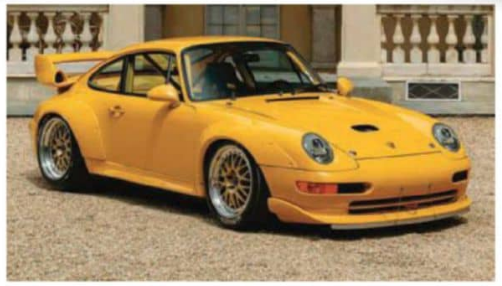


Porsche has never had much trouble with image, and unlike many manufacturers, the Stuttgart brand has rarely had to buy its kudos. Thanks to the genius of Ferdinand Porsche, early pre- and post-war engineering prowess laid the foundations for the eponymous sports car maker. This brilliance was then taken racing, when the term 'win on Sunday, sell on Monday' was years from being a thing. It helped that Porsche cut its teeth in an era of epic racing challenges. Think La Carrera Panamericana, Targa Florio, Mille Miglia, Le Mans and the Monte Carlo Rally.

Porsche did its talking on the road. And the track. And on the special stage.

IF YOU WANT A 356 SPEEDSTER, THEN THERE IS A CERTAIN CACHET IN OWNING EITHER AN EARLY OR LATE EXAMPLE





In fact, wherever Porsche went, it created its own legend, all without the need for celebrity endorsements or hand-outs. In fact, 'slebs would come to Porsche and buy cars with their own money, which is the sort of endorsement you just can't, er, buy. Of course, it does rather help if your celebrity customers are of the uber-cool variety, like, y'know, James Dean or Steve McQueen. When this sort of support walks into the showroom (as opposed to being on the payroll), you're doing something right.

If, like Dean and McQueen, you want a 356 Speedster, then there is a certain cachet in owning either an early or late example. Chassis 84372 is being offered by specialist sports car sales outfit, Girardo & Co, and qualifies as the latter — you're looking at a 1958 356 Speedster, one of just seventy-three examples finished in Fjord Green with a tan leatherette interior. Typically, like many 356s, Speedster or otherwise, this Porsche has been on the receiving end of upgrades, each with a nod to making the car more usable in the modern world, a practice made all the easier by the interchangeability of parts between Stuttgart-crested sports cars. For example, in 1958, the car would have rolled out of the factory with drum brakes, but while inhabiting San Francisco, later 356 C disc brakes and wheels were fitted. Likewise, twelve-volt electrics have been installed, another popular modification. Biggest and best, though, is a later 356 C 1.6-litre engine delivering a useful 75bhp.

The car's return to Europe was the work of South African Porsche collector, Michelle Hambly-Grobler, known as the Porsche Queen of Cape Town. Though she is based in the UK, her collection (as her nickname suggests) is based in Cape Town and extends close to a hundred Porsches of all types. She was even nominated as Porsche Personality of the Year by the brand's own magazine, *Christophorus*, in 2015.

Michelle has used this Fjord Green Speedster sparingly, but enjoyably put a thousand miles on its odometer, traversing the highways and byways of rural England, for which any 356 is perfect. A Speedster more so, especially on a still summer's day. The car is yours for the reduced price of £255,000.

This isn't the only rare Porsche currently available through Girardo & Co. The company is offering a 918 Spyder showing just 1,565 miles on its odometer, the work of just two owners. One of two 918 Spyders finished in Paint to Sample Grand Prix White, this ground-breaking technological tour de force is being

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offered at a cool £1,295,000, but if the words of our regular guest columnist (and market insider) Karl Meyer are anything to go by, this could well be a bargain, with 918 Spyder and Carrera GT prices expected to rise sharply.

Last, but by no means least, Girardo & Co is offering a 993 GT2 R for sale. Amazingly (or disappointingly, depending on your point of view), this air-cooled racing monster has covered just forty-eight kilometres from new and is therefore presented in factory fresh condition. Formerly owned by Jim Hall (the great American racing driver and founder of the decorated and hugely influential motorsport manufacturer, Chaparral), chassis WP0ZZZ99ZTS393099 is available to buy for €1,250,000.

THIS AIR-COOLED RACING MONSTER HAS COVERED JUST FORTY-EIGHT KILOMETRES FROM NEW AND IS THEREFORE FACTORY FRESH

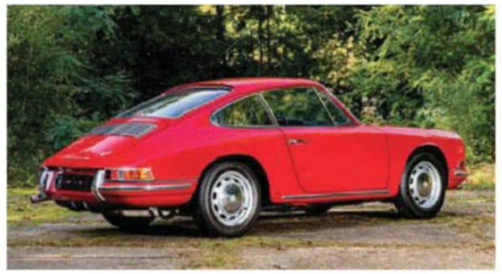
Just before we went to print, Gooding & Company informed us of three no-reserve air-cooled classics heading for the firm's Amelia Island auctions, to be held 6th and 7th March. The sale's gorgeous red 1963 356 B Super coupe carries a lower estimate of $80,000, while the included 1983 Grand Prix White 911 SC Cabriolet (one of the earliest 911 drop-tops, not including Targas) is pitched at $60,000. Sparking our curiosity, however, is the auction's 1960 356 B Super coupe, complete with saloon-style bodywork. The result of extensive customisation at Beutler Coachworks, this stunning classic Porsche is quite unlike any other 356 we've seen, save for Porsche's own efforts at prototyping a 356 saloon in the 1950s. Looking at the front end of the car, it is immediately apparent this modified 356 would have looked perfectly at home on Stateside roads in the 1960s, even if it would have been somewhat dwarfed by Detroit output of the period.

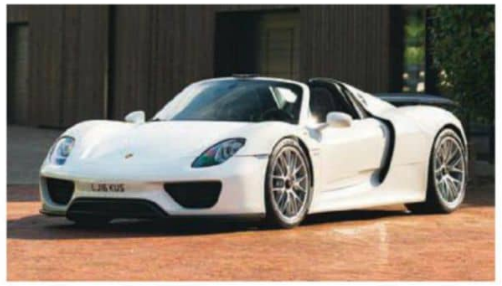
Fancy a more instantly recognisable classic Porsche? How about a Carrera RS 2.7 evocation? All the fun, without the price tag! Based on a 1976 911 S and originally sold in California, the car was purchased by its current owner and imported into the UK in March 2018. In its first year in Blighty, an RS Lightweight conversion was carried out, including bodywork repairs, upgrades and a full bare metal respray in Viper Green.

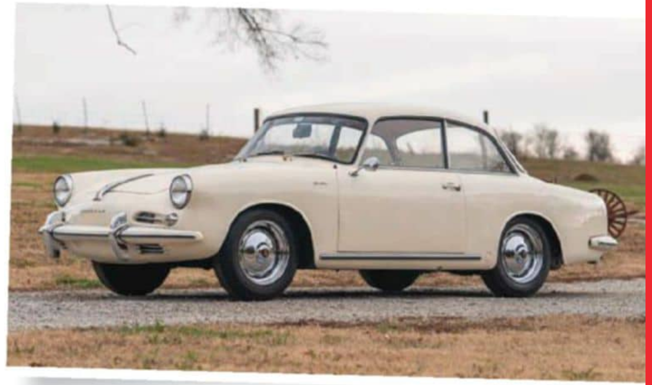
The front wing extensions housing the indicators are metal and are genuine Porsche parts, while the rear engine cover is also metal, complete with fibreglass ducktail. The 'frunk' has been replaced with a genuine Porsche 'long bonnet', while the bumpers are fibreglass.

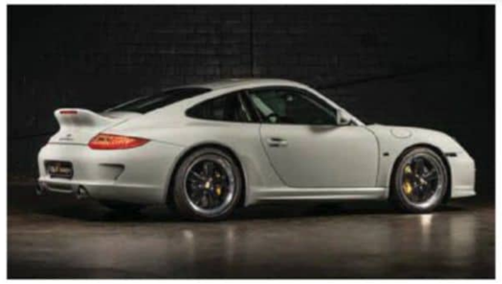
The interior is largely original, but upgrades have been made to ensure a usable classic 911 with the external appearance of an RS 2.7, rather than a full replica. The steering wheel, for example, is original, but has been retrimmed in Nappa leather, as has the dashboard. The present owner also added electric seats with twelve-way control for the driver and eight-way for the passenger. Electric window mechanisms and a modern face-off radio were fitted to make the car more even more usable. This superb 911 is scheduled to go under the hammer at the Historics Symphony of Spring sale at Ascot Racecourse on 1st March. The lower estimate is a very reasonable £48,000, but even the upper estimate is only £54,000.

We were delighted to learn of the availability of one of just seventeen factory-built 924 Carrera GTRs through Bonhams. Delivered new to Japan and never raced, the car has been used sparingly and remains in exceptionally original and unmodified condition. Budget at least £370,000. Rather less expensive is the 981 Boxster S being sold by *911 & Porsche World* 'tog, Chris Wallbank, via RPM Specialist Cars. This pristine Porsche is a steal at £32,995. Oh, and more lots (997 Sport Classic, 928 GT, 901 and others) have been added to RM Sotheby's forthcoming single-owner, all-Porsche sale, to be hosted in Paris across 4th and 5th February. Visit the company's website for all the details. ●









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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available from specialist dealers, we examine a true survivor on offer at Cranfield-based Export 56...

Words **Dan Furr** Photography **Dan Sherwood**

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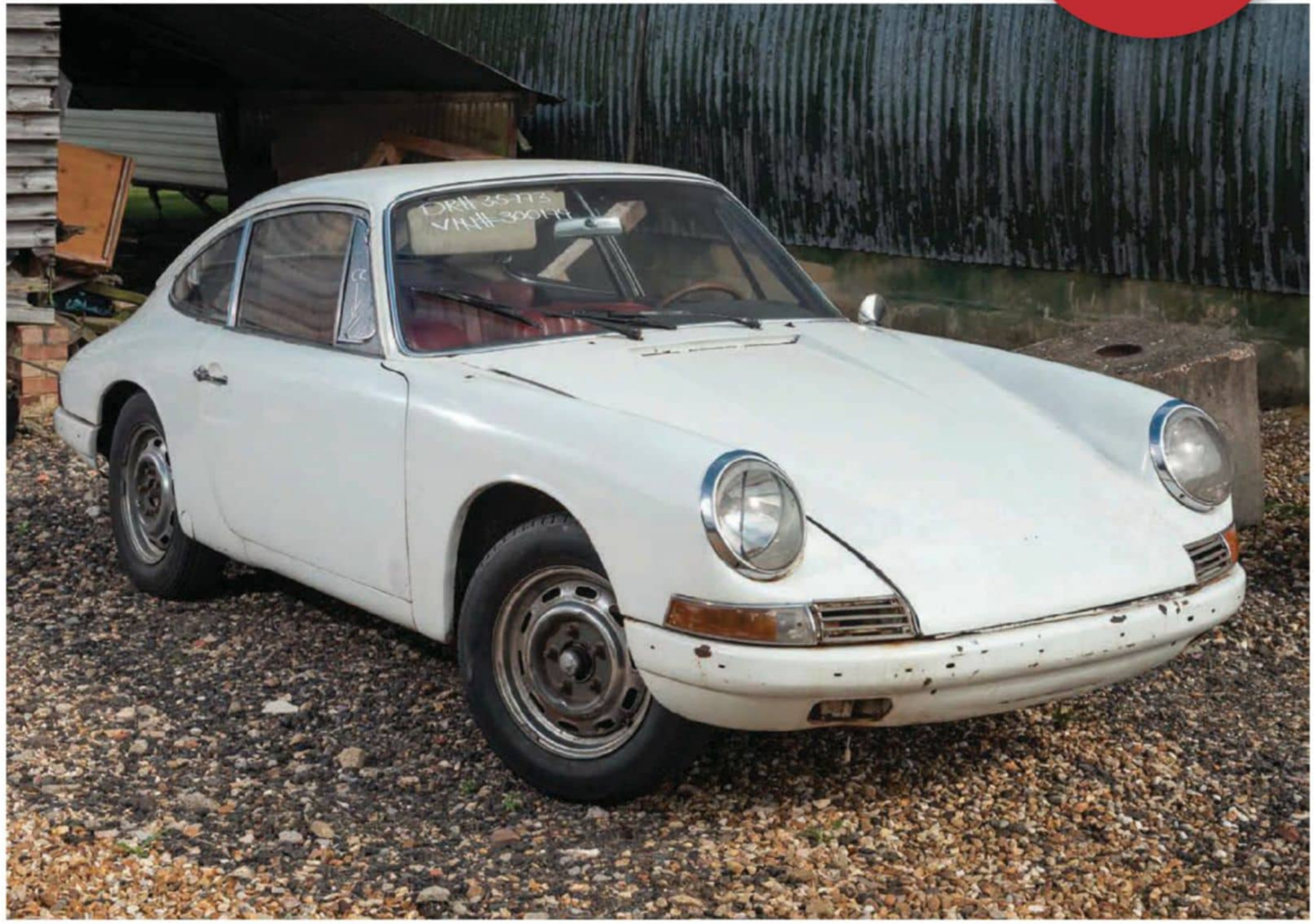
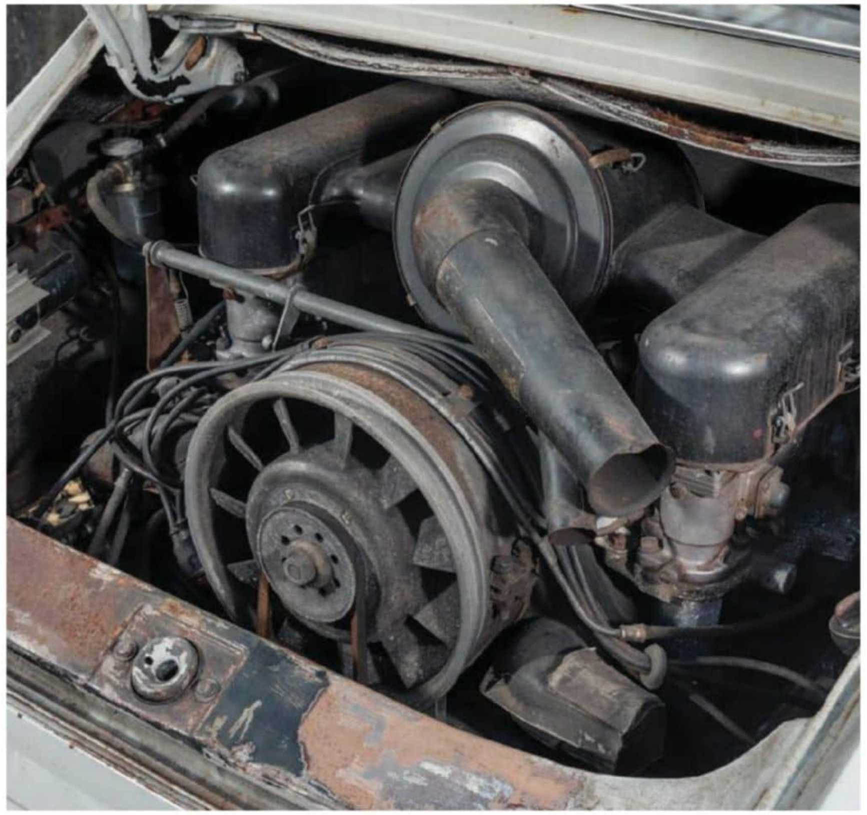


Above Bought by Magnus Walker before making its way to England

Acquiring a tired 911 is a great starting point for your journey into Porsche personalisation, but what if you happen upon one of the earliest, rarest and most valuable Stuttgart-crested production cars out there? This was the exact dilemma faced by Urban Outlaw, Magnus Walker, when he became the owner of a 901. These cars are known to feature many unique pre-mass production components (such as a flat slam panel free of pressings) when compared 911s built for the 1965 and 1966 model years. We're delighted to confirm one of these very rare, super-early cars is what you see on the pages before you. Manufactured on 8th December 1964 and carrying chassis number 300174 (and gearbox 063-901), the left-hand drive rarity is considered one the most original unrestored 901s in existence, retaining virtually all its unique parts. No wonder Walker was excited to learn of the car's availability when he was told of its whereabouts almost a decade ago.

Supplied new to its first owner, Mr Herbert Ritter, by Munich-based Porsche dealer, MAHAG, on 8th January 1965, the car was originally presented in one of the most desirable Porsche colour combinations, namely Slate Grey over red leatherette with houndstooth inserts. Two years later, 300174 was purchased by a US serviceman based in Germany. In 1970, when he returned to his home country, the little Porsche was shipped Stateside, whereupon it was promptly bought by its third owner, a sports car fan based in Pennsylvania.



Above and right 300174 remains remarkably original, despite the questionable paint job, which replaces classic Slate Grey

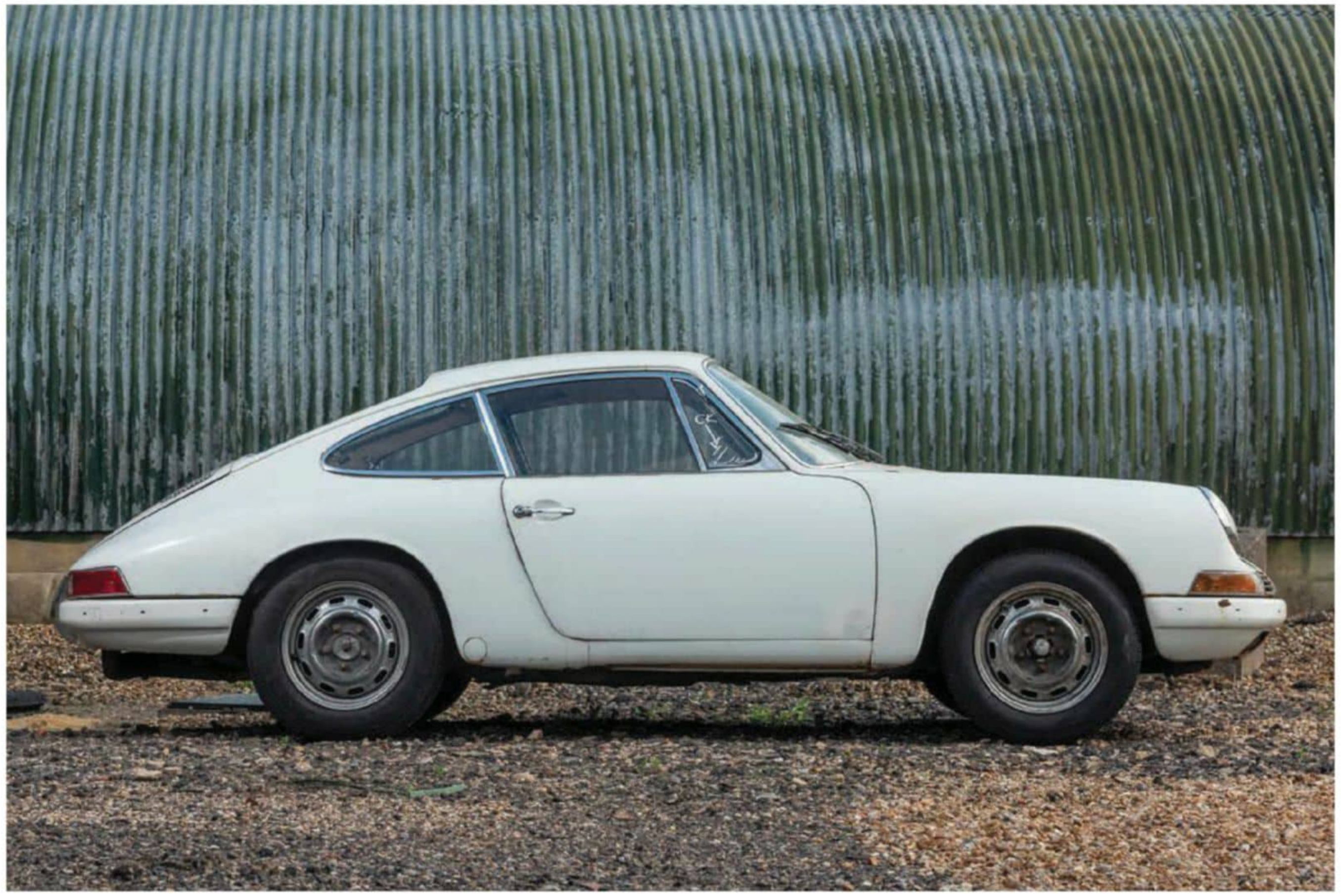
During the following seven years, the Porsche was used regularly, but by 1978, 300174 was tired and in need of recommissioning work. Indicating a sign of the times and in keeping with all other 901s produced before the 911 name was introduced, an early Porsche chassis wasn't considered historically significant. This nonplus attitude saw 300174 retired from the road and kept in dry storage until 2012.

Between September 14th 1963 and the close of 1964, eighty-two examples of the 901 were built, a fact highlighting how even the wealthiest, most determined Porschephile will have a tough time locating a surviving example in the present. Needless to say, when Walker was notified of 300174's existence after two years searching for a 901 to call his own, he hopped onto a plane from California to Pennsylvania and, eight hours later, was arranging for the dormant Porsche to be shipped to Los Angeles. There was only one problem: when the car eventually landed at Walker's home, he had no idea what he was going to do with his new toy. After all, here was one of the world's most famous restomodders in possession of one of the world's rarest sports cars. The assumption was he'd take it apart and put it back together (in his own inimitable fashion), but he couldn't bring himself to do so. Such history, such prestige. This weary air-cooled Porsche needed to be fully restored to factory specification under the watchful eye of an owner who would enjoy resurrecting originality without compromise. Admirably, Walker accepted he was, quite simply, the wrong man for the job.

HOLD TIGHT

This isn't to say Walker parted with the car straightaway. In a shrewd move, recognising increasing interest and a rapid rise in the value of 901s, he held onto chassis 300174 until it was time to make space for new projects. Enter Mick Pacey, head of classic Porsche restoration and sales specialist, Export 56, based in Bedfordshire, England, and boasting more than thirty years of experience in the acquisition, restoration and preservation of classic Porsches. "This particular car is utterly extraordinary," he tells us. "Many Porsches of this era were stripped or turned into race cars, losing a huge amount of their rare standard equipment. This Porsche not only retains ninety-five percent of

DR# 35773
VIN# 300174



Above A huge project, but one ensuring the survival of a super-rare classic Porsche

what it was kitted-out with when it left the factory, it has never been restored, meaning later 911 body panels and other components not true to the 901 design haven't found their way into the mix. It really is a remarkable Porsche. I didn't hesitate to contact Magnus with a request to buy the car.”

Forty years of inactivity and dry storage had preserved 300174, but Mick is keen to stress the 901 he was presented with was by no means “the romantic ideal of fitting fresh tyres, putting new oil in the engine and driving off.” It's a big project. “I estimate 2,500 hours are needed to sort this Porsche,” he reveals. “You can't resurrect a 901 the same way you would approach, say, a 1967 911 S restoration. Every single component on this car needs to be removed, documented, stripped, refurbished and reinstalled. Finding *any* required 901 parts will be a massive challenge, but everything about this Porsche needs to be restored absolutely period correct. Thankfully, the vehicle being kept complete by successive owners, including Magnus, offers a head start for a full, sympathetic and accurate restoration back to factory specification, but nobody should underestimate what's involved in a project like this. It's a mammoth task.”

The flat-six (900243), though not operational since 1978, has never been apart and retains its original Solex carburettors, air cleaners and all other items fitted in period, which may come as a surprise when you look at the body, which definitely isn't finished in Slate Grey. “At some point in its life, the car was treated to a rough paint job.” Mick shrugs. “The original colour remains visible on patches of the door shuts, slam panel and other areas, but the entire body needs stripping to a shell.

As you'd expect of any unrestored 901 or early 911, there's rot in the usual places, but this won't be a regular restoration. The attention to detail and care required when dismantling, restoring and reassembling this car will be beyond the scope of what most Porsche restorers have dealt with.” Fortunately, arguably the world's best-presented 901 (a classic Porsche formerly owned by none other than Alois Ruf Jr), is also in the custody of Export 56, thereby providing an invaluable source of reference, but make no mistake, anyone taking on responsibility for the build needs deep pockets and a huge amount of patience. “Budget for the worst and hope for the best,” Mick laughs.

MAKE NO MISTAKE, ANYONE TAKING ON RESPONSIBILITY FOR THE BUILD NEEDS DEEP POCKETS AND A HUGE AMOUNT OF PATIENCE

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124470

PORSCHE 996 TURBO

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124861

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124789

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123711

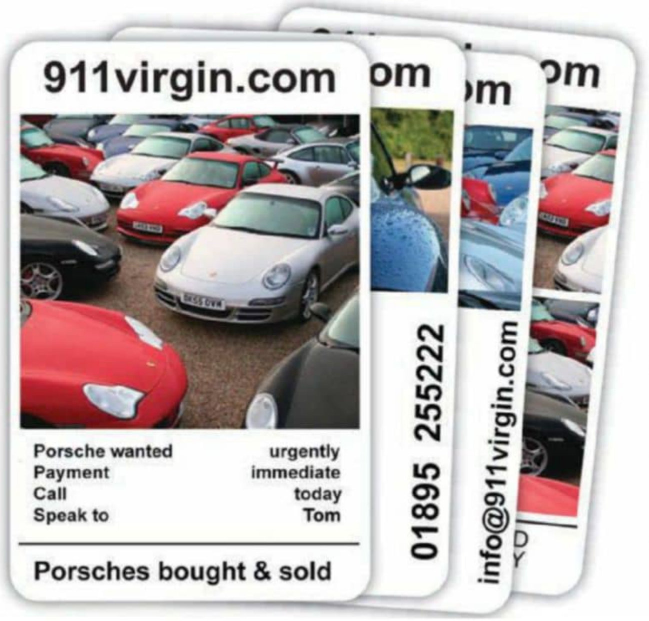
PORSCHE 911

2004, 55,000 miles, £47,995. First registered May 2004 (04 Reg) this Porsche 911 (996) Turbo Cabriolet is a factory X50 pack car (comprising of larger turbos and intercoolers) which provided a further 39 bhp over the standard 415 bhp output, with the PCCB Ceramic Brake option this is for all intents and purposes an "S" specification car. Beautifully presented in Arctic Silver with a Black Leather interior; this six speed Manual transmission example enjoys many factory optional features including: Turbo II wheels, Wind deflector, Xenon lights, Bose Sound package, Heated Seats, Cruise Control, Parking Aid, PCM 2 Telephone and Aluminium Console. Please call 01798 874 477, South East. (T)

PORSCHE 911 996 CARRERA 4

2002, 73000 miles, £16,990. Finished in basalt black with contrasting graphite grey leather upholstery. Last owned for the past 11 years the previous keeper had the vehicle in dry storage and used purely on occasional weekend 911 club drives. The vehicle comes with the certificate of authenticity from Porsche UK also. www.kccarsales.co.uk. Please call 01322226766, South East.

122959



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PORSCHE 911

2005, 22000 miles, £35,000. 996 carrera 4S Tiptronic one owner from new, seal grey, midnight blue leather interior, PSM, 18" turbo wheels with mitchelin tyres, switchable sports exhaust, full service history. Please call 07973760534, South East.

124438

PORSCHE 911 S

2020, 15,000 miles, £82,995. Porsche 922 C2S Convertible for sale finished in Basalt Black with full red interior. This car has covered just 15000 miles and is in very very nice condition inside and out. The car offers blistering 911 performance at a now sensible price. Specification as follows: Extended red leather interior, red roof, black exterior, sports chrono package plus, 20/21 inch sport design alloy wheels, chrome tipped twin sports exhaust switchable system. We welcome any part exchange. If you would like to see a video of this car please call Rob. Please call 07730979259, East of England.

PORSCHE 911

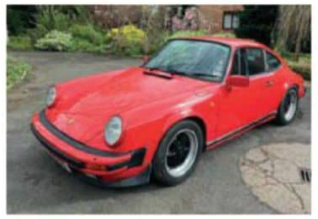
2004, £36,950. Turbo X50 (450 BHP) Cabriolet Tiptronic S with 4 wheel drive. Metallic Basalt Black with Black full leather interior and Black mohair power roof. Really superb condition. ULEZ compliant. Please call 01277365415, East of England. (T)

124070

PORSCHE 911

2019, 27,000 miles, £79,995,00. Porsche 992 C2S for sale finished in Crayon with Crayon seats. Fabulous example with extended Porsche warranty. Specification as follows. Heated seats, heated steering wheel, sports chrono package, BOSE sound system, Sports exhaust system, 20 / 21 inch classic alloy wheels, light design, adaptive cruise control. We offer great rates of finance and welcome any part exchange. For more information please call Rob. Please call 07730979259, East of England.

PORSCHE 911



1984, 208000 miles, £32,500. Bright Red 3.2 911 Carrera, Left Hand Drive. MOT till April 2025. Previous owner was the editor of Porsche World. Please call 07871924318, East of England.

122960

PORSCHE 911

1964, POA. 2.0ltr. 1964 first series, price on application. The Porsche 911 is a sports car from Porsche and the successor to the Porsche 356. Known as the "Neunelfer" or just "911," is the Stuttgart company's best-known vehicle. My car is fully authentic professional restored in the original delivery configuration to the best. 6.700km done since restoration. First owner delivery in Germany according to the works-kardex-card, current ownership since 2014. A valuation report is available, German MOT until 03/2026, car is situated near Hannover/Germany, for more information call or e-mail ar21@outlook.de. Please call +49 163 33 44 911, Rest of the World.

PORSCHE 993

1996, £85,000. 3.6 litre twin turbo 6 speed gearbox, full cage bucket seat air jack system BBS wheels and spare set. Wide body road race car includes V5. Please call 07860379440, East of England.

125135

PORSCHE CAYMAN 3.4 S

2006, 75,500 miles, £17,995,00. Porsche Cayman 987.1 CS just arrived into stock. A very nice example with thousands spent to make this a real one off example! Specification as follows: Sport Chrono Package Immaculate Lobster Claw Alloys 19 and 20. GT4 OEM front End GT4 Wing After Market Blood Red Cardusio WrapH+R performance Lower springs, two brand new front track shocks, tinted windows (all legal). Full brand new front Rad Pack (£3750 of parts and work) Full leather interior in great condition. Recent MOT – no advisories (last 3 weeks it was done) Recent full service including drive belt done in July all main dealer specialist. All work kept and receipts and history for everything. If you require any more information please call Rob. Please call 07730979259, East of England.

PORSCHE BOXSTER

2001, 109500 miles, £5,500. Sadly it's time to let my much cherished 986 s go to a new home after almost 8 years of ownership. The colour is Lapis blue metallic complimented by Boxster red leather interior and hood in Fulham red. It comes with a 2 inch thick folder of every receipt since new and has a very good history, last serviced at 104,500 miles. Next MOT due 4.4.25. The private plate T11 EPB will go with the car (THE PB). Tyres are excellent Kuhmos and still have the checker flag imprint on the tread. A new clutch and flywheel were fitted at 106,500 miles and new genuine Porsche front springs fitted a couple of weeks ago along with new rear brake pads and new wear sensors on each corner. Just before lockdown I was about to have a new red hood fitted with a glass rear window but that didn't happen so in lockdown madness I dyed the hood myself, it's the one thing I would get done if I were keeping the car. Please call 07469713341, North East.

124233

PORSCHE BOXSTER 2.7

2005, 75000 miles, £10,995. With blue paintwork and tan interior, sports exhaust, recent service, full mot, genuinely immaculate condition. Please call 07500714593, Scotland.

123115

PORSCHE BOXSTER

2003, 82000 miles, £6,950. Arctic Silver paintwork, blue hood, leather seats, Porsche crest on seats, 18 inch Carrera wheels, 4 new P1 Pirelli tyres, polished new exhaust. Please call 07923105828, East Midlands.

122859

PORSCHE BOXSTER

2003, 51150 miles, £10,450. 3.2s-260BHP. Full history. All original. Last main service at 50k. Recent wheel refurb. Summer use only, garaged in winter. VGC in and out. Hard top and stand included. Please call 07530773273, Scotland.

123409

PORSCHE BOXSTER

2001, 47500 miles, £10,000. Porsche 986 (black on black spec) Boxster with a 2.7L engine. Beautiful low mileage example in excellent condition all round. Tasteful upgrades include clear facelift headlights, 18" 996 turbo twist alloy wheels (unmarked) wrapped in new Michelin Pilot Sport 2 tyres and a Blaupunkt retro look head unit with bluetooth. Full service history and at 37,000 miles the clutch was replaced along with an upgraded LN Engineering IMS bearing. The Rear Main Seal was also done at the same time. 5 owners. Next MOT due May 2025. Please call 07834156681, South East.

124738

PORSCHE BOXSTER 987

2008, 44400 miles, £10,500. 2687 cc. Sport edition, 6spd. Blue. Sports seats. Bose audio. New blue hood 2017. Excellent condition with FSH. MOT October 2024. Private sale. Please call +447939528614 or 01603400971, East of England.

123261

PORSCHE BOXSTER

2012, 29000 miles, £31,900. 62 plate. Full Porsche dealer and specialist history. This car's history has been documented in 'The Fleet' section of 911 and Porsche World magazine every month in great detail for the 3 years I have owned it. It also appeared on the cover along side my 981 GT4 last year with an 8 page feature. Total cost of options: £12,295. Additional recent maintenance includes: brand new Michelin PS4's fitted in March, wheels refurbished in November 2023, important 12 year PDK gearbox serviced carried out last year November 2023 year at RPM, both AC condensers replaced this year in July 2024, fully 3 stage paint correction with ceramic coating in 2022 at a cost of £1000 (took him 3 days!) all paint was depth checked and all panels original apart from bumpers and skirts. Please call 07974185777, Yorkshire and the Humber.

125152

PORSCHE TAYCAN

2023, 12,000 miles, £79,995,00. Porsche Taycan GTS Sport Turismo for sale finished in Basalt Black with GTS interior package. Great specification as follows. Carbon interior package, 14 way electric heated memory seats, panoramic glass sunroof, BOSE sound system, electric folding mirrors, top view parking camera, Carmine red seat belts, gloss black alloy wheels, light design package, GTS package, 5 seats, privacy glass. We welcome any part exchange. If you would like more information please call Rob on 07730979259, East of England.

PORSCHE CAYENNE

2012, 80000 miles, £16,500. Here we have a very rare black Porsche Cayenne S that drives absolutely as new. Extremely good on fuel, just been used in a music video. Full service history, no oil leaks, lovely body work, pleasure to drive, sunroof. HPI clear and ULEZ Compliant. Please call 07355417118, South East. (T)

123263

PARTS & MISC.

PORSCHE PARTS

£125. Nearly new, Cobra seat runners, for two seats, suitable for most Porsches and other cars with floor bolt holes at 405mm x 330mm, complete with fitting instructions and all bolts etc. P and P included for mainland UK. Please email b.whalley708@btinternet.com. Please call 01435813214, South East.

124520

PORSCHE PARTS

£75,000. 911 Porsche DVLA cherished plate: 91 ONE. Please call 07970600900, Greater London.

125681

PORSCHE ALLOY WHEELS

£850. A complete set of Porsche OEM alloy wheels. In perfect condition, no marks, scratches or blemishes. Fitted with Michelin Pilot Sport tyres, with 4mm plus remaining depth in great condition. Alloy sizes are: Front at 235/40/ZR18 (95Y) Rear at 265/40/ZR18 (101Y). Will fit Boxster and Cayman models from 2006 -11. No rim marks or scratches, perfect usable condition. Please call 07729679059, Ireland.

124518

PORSCHE REGISTRATION NUMBER

£10,000. 718 F. Ideal personalised registration for owners of 718-generation Boxster/Caymans or vintage 718 race cars. Available for immediate transfer to new owner. Please call 07828 260172, East of England.

124747

PORSCHE REGISTRATION NUMBER

1966, £600. MOY 3D personal registration currently on retention certificate ready for immediate transfer. Please call 07967024311, South East.

123260

PORSCHE REGISTRATION NUMBER

1991, £1,800. X60 JOE currently on retention certificate ready for immediate transfer. Please call 07967024311, South East.

123259

PORSCHE 911 PARTS

1973, POA. Early 911 parts, tool roll, air pump (unused) rear override rs, turbo driver manual plus others, jack, 911 badge, etc etc. Please call 07737 174200, West Midlands.

125150

PORSCHE TYRE SAVERS

£90. Tyre Savers - 8 pairs (enough for 2 cars), purchased from PCGB; 2 pairs are still in wrappers. £90 to include postage or £75 collected (6 miles SW of Bath). Call Mike or email: mikercarter@outlook.com. Please call 07768740929, South West.

125180

PORSCHE MUG WITH CREST

£20. Standard size height 4" x 3" diameter. White with gold band and in original box. Postage included in price. Please call 01475 726360, Scotland.

125693

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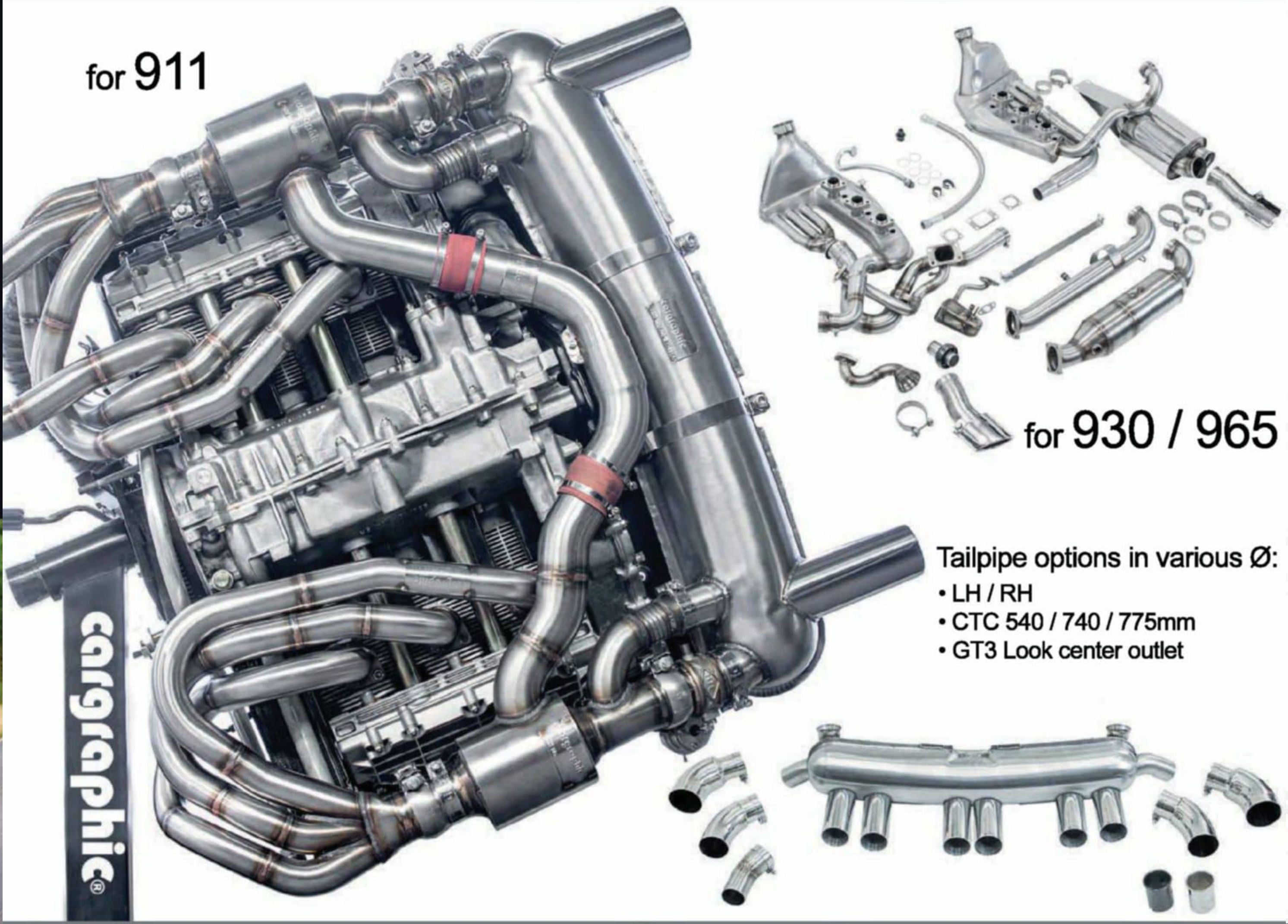

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